

## PUBLIC COMMENTS (PC)-M

### PC-M1

July 7, 2012

To: Ms. Smita Deshpande, Branch Chief—CalTrans District 12

From: Patricia E. Fusco and Ronald MacDonald

Regarding: Moving our Sound Wall near freeways 22, 405, 605

Dear Ms. Deshpande:

As a resident of College Park East in Seal Beach, CA, I resent the moving of our sound wall to make more freeway lanes. Isn't seven lanes enough? Moving the sound wall will impact the community in many ways. The freeway is already too close to the residential homes which are located just north of the 405 freeway and above or north of the tract of homes in College Park East (CPE) in Seal Beach (SB) is the Armed Forces Military Base. We live ½ mile from the Armed Forces Military Station in Los Alamitos and we are squeezed to the breaking point. During the Vietnam War we heard the "Sounds of Freedom" coming from the base every day for years. I had every reason to understand that. We are sandwiched in between too hot spots and we do not want our sound wall moved closer than it already is. This community is where I chose to live and raise my family.

What I don't understand is this: Ever since I moved to this area 47 years ago, there have been rumblings off and on about either moving the sound wall and/or enlarging the freeway lanes. I am getting tired of this treatment where the politicians feel that they can run over the tax payers in this community and do anything they feel fit to do. Usually it has to do with money promised by some entity to another agency that if they do something, they will get some compensation in return. It usually turns out to be taxpayers money anyway. Never in all the years that I have lived here has anyone (that I know of) claimed the property south of the 22 and 405 freeways as eminent domain. Can eminent domain even work if the government owns the property? Most assuredly, there is at least 25-26 feet on the south side of the 405 freeway that could be useful in widening the lanes if that is the intention. And those 25 feet barely come to the ditch. Actually I don't even want the freeway to be widened. Let me outline to you why I think the moving of our sound wall would be detrimental to the community.

1. The moving of the sound wall closer to the homes on Almond Street will increase the noise and air pollution.
2. Movement of the wall will cause loss of vegetation, and parking spaces, decrease property values that have already undergone major hits since 2005.
3. Stopping the additional lanes at the county line will increase traffic (gridlock) at the 405 and the 22. It will be a parking lot as there will not be enough lanes to go to as Los Angeles County does not have any plans to increase lanes in the next 10-15 years, if at all.
4. Northbound 405 Freeway at Seal Beach Blvd has a two lane exit at Seventh Street and the next two lanes become the start of the 605 Freeway. Cars entering the North Bound 405 at Seal Beach Blvd will have to cut over 4 lanes to get into lane 5 to go north on the 405. This sounds like accidents ready to happen.
5. There will be excess traffic and will spill onto Lampson Avenue (already impacted) a 4 lane road being used as a bypass to the 405. Excess traffic will spill onto Seal Beach Blvd attempting to circumvent the gridlock at the Seal Beach freeway entrance.
6. To add insult to injury, the air quality is already bad in College Park West (Seventh Street entrance and 405 and 22 entrance) and Rossmoor area and will now extend into Seal Beach College Park East with the addition of more vehicles stacked up between Valley View Street and LA county line attempting to merge from lanes that are ending. What is the actual impact of adding two more lanes or two express lanes?
7. Toll express lanes will only serve people who can afford it. Those who can't afford will impact other lanes. These lanes will bypass local exit for local shopping areas cause a loss of sales tax revenue?

This whole idea is ludicrous. Please, Please,  
I implore you please DO NOT MOVE OUR SOUND WALL.

Alternative solutions:

There are alternatives if Cal Trans can look into the horizon: End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow; With a center line movement, a 4 foot shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into residential streets.

Sincerely,



Patricia E. Fusco, and Ron MacDonald  
4416 Dogwood Avenue  
Seal Beach, CA 90740  
562-493-4329  
Patfusco59@verizon.net

### PC-M2

From: Glen MacLeod [glen.macleod@gte.net]  
Sent: Tuesday, June 19, 2012 11:57 AM  
To: Parsons, 405.dedcomments  
Subject: 405 improvements

First choice is two additional lanes in each direction. How much more expensive would it be for an "express" upper deck for through traffic?

Glen MacLeod  
Rossmoor

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## PC-M3



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Jenny Madia</u>	
Organization: <u>Patient Care Secretary</u>	
Address (Optional):	
Phone Number:	Email address:

Comments: I travel the 405 everyday for work, it will cut down on traffic & allow less time driving & more time for family. } 1

(Space for comments continued on reverse)

## PC-M4



## I-405 Improvement Project

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Name (First and Last): <u>Eddie Madrid</u>	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments: TO HELP fix the TRAFFIC Problem!! } 1

(Space for comments continued on reverse)

PC-M5



## I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): <u>HECTOR MADRIGAL</u>	
Organization: <u>Labors Local 652</u>	
Address (Optional): <u>911 South Golden West Ave. Santa Ana, CA 92704</u>	
Phone Number: <u>(714) 541-0439</u>	Email address: <u>hmadrigal942@aol.com</u>

Comments: I think that this I-405 Improvement Project  
needs to be done as soon as possible to  
aliviate the already traffic congestion at  
the I-405 between the I-5 and the I-605  
in the peak hours or at any given time.  
On the other hand, this project will create  
a considerable number of construction  
jobs that are much needed for available  
work force in the cities near this future  
project.

(Space for comments continued on reverse)

PC-M6



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Name (First and Last): <u>RAMON MAGANA</u>	
Organization: <u>Labors Local 652</u>	
Address (Optional): <u>1000 E LA PALMA AP 34 ANAHEIM</u>	
Phone Number: <u>714 365-7060</u>	Email address:

Comments: CAUSA ACCIDENTES  
MUCHO TRAFICO  
CREARIA TRABAJO Y AYUDARIA  
A LA ECONOMIA Y DESEMPLEO

(Space for comments continued on reverse)

## PC-M6 Translation

Comment:

Too much traffic causes accidents. The project would create jobs and it would help the economy and the unemployment.

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## PC-M7

From: magie chuck [magiecd@msn.com]  
Sent: Wednesday, July 04, 2012 12:47 PM  
To: Parsons, 405.dedcomments  
Subject: I-405 improvements

Apparently the powers in charge are considering some input from the public on three alternative plans to improve conditions on the I-405. My vote is for Plan One; Add one general-purpose lane in each direction!

One would hope that the "powers in charge" are smart enough to know from past experience that we can never build enough freeway lanes!

I hope they put their personal vested interest aside and do the right thing; Go with "plan one", and then start working on some new solutions to our transportation problems that don't include paving all of Orange County.

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Chuck Magie  
magiecd@msn.com

## PC-M8

To Whom It May Concern;  
This letter is written in regards to the proposed I-405 Improvement Project.

Of the three alternatives, I feel Alt #1 is the most practical for this area. Adding one lane in each direction and not moving the sound barrier.

There are many negatives relating to this project, consequently it amazes me that it is still being talked about and even voted upon in the future.

However one aspect of this project is rarely talked about is the fact that Los Angeles County has no plan now or in future for the 405 expansion to happen. It is not on their agenda!

Anything other than alternative 1, will cause quite a bottleneck where one does not exist. The bottleneck will be quite long - from the county line going South.

This bottleneck will increase all the factors that will make healthy living in this area something of the past. i.e., air, noise, security etc.

Hopefully you will realize the importance of your decision to the people of this area and their families.

Sincerely,  
P. M. Mahru  
3550 Pansy Cir  
Deer Beach, Ca. 90740


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PC-M9

PC-M10



## I-405 Improvement Project Public Hearing Comment Sheet





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Name (First and Last): <u>Philip Mainsot</u>	
Organization: <u>CPE - College Park East</u>	
Address (Optional): <u>3670 Western Blvd, Seal Beach, CA 90740</u>	
Phone Number: <u>(562) 430-0001</u>	Email address: <u>dmainsot5@gmail.com</u>

Comments: There are many reasons I have concern  
about the project, specifically the impact on our  
neighborhood & the value of our property  
as well as the environmental & social issues.  
- no wall during construction.  
- creating an inside area for those who  
walk, run, drive along freeway  
with the street being moved in 10'  
- the fact that the county will not be  
expanding the freeway when it reaches route  
is already a problem. (Space for comments continued on reverse)

From: 8tcbcarol@socal.rr.com  
 Sent: Wednesday, July 04, 2012 1:42 PM  
 To: Parsons, 405.dedcomments  
 Subject: 405 TOLL LANES


Ladies and Gentlemen: As a citizen of Fountain Valley, I totally oppose your proposal to make a toll lane in the widening plans, especially from Fountain Valley, Westminster, Garden Grove, Seal Beach, through to the connector to the 605.

What that stretch of freeway really needs most of all are more full public access lanes, not a toll lane, or another lane serving cars with 3 or more people in them. Please just add more full-access lanes.

Thank you, Carol Lee Manary, Fontain Valley

## PC-M11

## PC-M11 Translation

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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Name (First and Last): Hernandez MARGEL





Organization: 15500 WILLIAMS ST H F

Address (Optional): TO ST 1111 CA 92750

Phone Number: 714-651-1328 Email address: \_\_\_\_\_

Comments: Mejor Por Que No  
Seaga Mas Trafico Para  
EJ - Futuro Y Mas Trabajo  
Para Todo convida es  
Mejor Gracias

(Space for comments continued on reverse)

Comment:

So there is less traffic in the future and more jobs for the all the communities, thank you.

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## PC-M12

**From:** Susan Manzo [sbsluggo@msn.com]  
**Sent:** Monday, July 16, 2012 5:02 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** I-405 Improvement Project Draft EIR

Dear Sirs,

I have strong objections to Alternatives 2 and 3 of your proposal for this project as it affects the stretch from Valley View north to the Los Angeles County line.

I am adamantly opposed to toll lanes. I think they are unfair and not very successful.


I also think it's extremely unfair to move the outer lane and the sound wall in such a way as to narrow Almond Avenue. People in this area bought their homes with the present street configuration, and I think it's morally wrong to move the freeway closer to them. I'm sure you can find a way to improve the traffic flow without doing that.

Sincerely,

Susan Manzo  
3631 Marigold St.  
Seal Beach, CA 90740

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PC-M13



## I-405 Improvement Project

### Public Hearing

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☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>GEORGE MARBO JR</u>	
Organization: _____	
Address(Optional): <u>1201 S PARTON SA CA 92707</u>	
Phone Number: <u>714 836-6407</u>	Email address: _____


Comments: Orange County needs more freeway lanes  
we will become a reliable Transportation. } 1

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(Space for comments continued on reverse)

PC-M14



## I-405 Improvement Project

### Public Hearing

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Gildardo Marquez</u>	
Organization: <u>Cement Mason Local 500</u>	
Address(Optional): <u>212 W. Wright St S.A. CA.</u>	
Phone Number: <u>(714) 768-2971</u>	Email address: <u>Gildardo.Marquez@yahoo.com</u>

Comments: I want a toll express lanes  
on each direction } 1

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(Space for comments continued on reverse)

## PC-M15






**From:** Marquez, Patricia (RSC) [mailto:Patricia.Marquez@resourcesglobal.com]  
**Sent:** Wednesday, June 06, 2012 3:46 PM  
**To:** Christina Byrne  
**Subject:** 405 Freeway

"I do not want Alternative 3". } 1

Patricia Marquez  
 983 Trenton Way  
 Costa Mesa, CA 92626  
 714-241-8064

Patricia M Marquez | EXECUTIVE ASSISTANT | RESOURCES GLOBAL PROFESSIONALS | 714-439-6214 | 17101 Amelburg Avenue - Suite, CA  
 92614 | VOIP 112 6314

## PC-M16

	
<h2>I-405 Improvement Project</h2> <h3>Public Hearing</h3> <h4>Comment Sheet</h4>	
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>	
<p><b>Meeting Venue (please check one of the following):</b></p> <p> <input type="checkbox"/> Monday, June 4, 2012 -- Orange Coast Community College         <input checked="" type="checkbox"/> Thursday, June 7, 2012 -- Rush Park Auditorium  <input type="checkbox"/> Wednesday, June 6, 2012 -- Westminster Community Center         <input type="checkbox"/> Thursday, June 14, 2012 -- Fountain Valley Senior Center       </p>	
<p>Name (First and Last): <u>Roger Marquez</u></p> <p>Organization: _____</p> <p>Address (Optional): <u>11747 Colima Rd Apt C Whittier CA 90604</u></p> <p>Phone Number: _____ Email address: _____</p>	
<p>Comments: <u>I don't want the freeway through my neighborhood. Please continue with this project.</u></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>(Space for comments continued on reverse)</p>	
   	

**PC-M17**

**From:** Carolyn Marr [wvj@marr@msn.com]  
**Sent:** Sunday, July 15, 2012 10:39 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Toll Road

Not a happy camper about what is being proposed. How much more construction, dust and noise does Westminster have to put up with for something that will not work. History has shown us that toll roads are under utilized and only make traffic worse for the general purpose lanes. I would be agreeable to Option1 only.

The state is going bankrupt and there are better places to use the money, such as taking care of the roads.

Carolyn A. Marr  
5301 Bryant Circle  
Westminster, CA 92683

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**PC-M18**

**From:** Marr, Bill [Bill.Marr@jacobs.com]  
**Sent:** Thursday, July 12, 2012 12:20 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 Expansion Options

After attending the community meeting in Westminster, I was appalled to learn that Caltrans is now proposing a "toll road" as Option 3 of their 3-option plan. I find this completely unacceptable. Was this the tradeoff for not taking residents homes? Now the plan will require taking only "little slivers" of peoples' property. Give me a break! I can live with option 1. It means that Westminster residents will once again be forced to tolerate what seems to be unending freeway "improvements", but the single general purpose lane in each direction is the least intrusive. Option 2 involves too much relocation of existing infrastructure, freeway walls, etc. I am opposed to it. Option 3 was based on flawed numbers with regard to commuter time reduction. The reduction numbers are based on high usage of the toll road portion. History on the 91 freeway toll road shows that underutilization means more congestion in the general purpose lanes. The same will happen with the 405 if toll lanes are built. People won't use them and the remaining lanes will be more congested than they are now. It has been said that the definition of insanity is doing the same thing over and over and expecting different results. Toll roads in California are a perfect example of this.

In summary:

Option 1 OK  
Option 2 Opposed  
Option 3 Opposed

Regards,

Bill Marr  
5301 Bryant Circle  
Westminster CA

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**PC-M19**

**From:** GARY MARSHALL [motzmarshall@msn.com]  
**Sent:** Wednesday, July 11, 2012 7:24 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Soundwall mitigation Rossmoor

Where is sound mitigation needed?

In my opinion a soundwall is long overdue! Where? On the northside of the 405 freeway between Seal Beach Blvd. overpass to the 7TH Street on ramp/off ramp. This area is known to have a generally onshore prevailing wind from the southwest, which acts to keep the area cooler but also acts as a carrier of the increased freeway noise, which I believe has significantly increased over the past 25 years and believe became even louder when the sound wall was constructed on the southside Leisure World side.

I have heard rumors that the criteria for sound mitigation is the proximity to residential areas. If this is true I believe this area should be an exception due to the prevailing wind that carries the sound far into the neighborhood, such as the 3200 block of Rowena Drive, which makes it difficult to enjoy our home and backyard area.

The sound wall would only have to extend from the 7th Street onramp to the start of the Bixby Office Complex, where presently only a chainlink fence exists, as the Bixby building itself acts as a sound buffer and why it should be built as close to the sound source as possible as the existing Bixby wall has little to no effect as it is too far from the sound source and the noise travels above and beyond into the residential neighborhood, as I believe a sound study would show.

Thank you for your consideration as we believe we are only asking for the same mitigation that our other proximal freeway Southland neighbors enjoy,

Sincerely, Gary Marshall

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**PC-M20**

**From:** Lori Marshall [motzmarshall@msn.com]  
**Sent:** Wednesday, July 11, 2012 9:15 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Sound wall

To Whom It May Concern,

My question regarding the reconstruction of the 405 freeway - is there going to be a sound wall built on the Rossmoor side of the freeway by the bixby buildings? The freeway sound has always carried into the neighborhood and now appears to be louder with the construction going on. I can see that a wall is being built on the Seal beach leisure world side but nothing appears to be going up on the Rossmoor side. Would appreciate a sound wall being built on the side opposite seal beach as well. Is anything being done regarding this?

Sincerely,

Lori Marshall

Sent from my iPad

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## PC-M21

**From:** Debra Marsteller [mailto:Deb@proindependence.org]  
**Sent:** Tuesday, June 05, 2012 10:45 PM  
**To:** Christina Byrne  
**Subject:** 405 plans

Hi Christina

I want to thank you and all of the people who worked late last night (and many nights to come, I'm sure) We were a contentious lot over at OCC, and I think you all did a fine job. Regardless of whether I want the expansion, (I don't), I hate it when people are rude or assign personal implications. I've read through the plans and I am so impressed. There is something beautiful about well-designed roads and freeways. Whoever oversaw the exits at fairview/harbor were genius. I've always wanted to tell you all that!

I am in the unique position of living on one side of the 405 and working on the other. I walk to work under the 405 using the bike trail at Santa Ana River. My home faces Moon Park at 3374 California and I work at 3505 Cadillac 0103 and our building backs up to NB 405.

My neighbors in both areas are concerned about noise, dirt and pollution during construction but also after. If the Ellis onramp comes along 405 at Moon Park we will have to contend with breaking, honking, collisions and no sound wall as it traverses the Santa Ana River. This is a horrible scenario for our little neighborhood.

- 1) Can you send me a link to the proposed schematics showing what the Ellis ramp will look like?
- 2) Expand the 405 where the real problems are --north of Euclid. Just looking at the plans depict where the real problems are
- 3) Promote mass transit and quit building freeways. We're whacky here in SoCal and have to change our ways.

Thanks again.

**Debbie Marsteller**  
 Executive Director, Project Independence  
[www.proindependence.org](http://www.proindependence.org)  
 714-549-3464 ext. 232  
 September 15<sup>th</sup>, 2012 Huntington Beach



p.s. Brett, a freeway hero saved me two weeks ago when I got a blow out on the NB 55 just after merging from the SB 405 and was on the shoulder in a precarious position. He was there in 2-4 minutes after I got to the shoulder. I love that guy! Please keep these emergency vehicles patrolling. Im sure I would have been rear ended in the morning rush hour if I'd been there much longer.

## PC-M22

On Jun 15, 2012, at 10:01 AM, "Flo Martin" <flomama@aol.com> wrote:

As a 45-year resident of Costa Mesa, I strongly oppose Alternative 3 of the proposed widening of the 405 freeway. I prefer Alternative 2, which involves maintaining the existing carpool lane and adding two general purpose lanes. Please relate my concerns and preference to the appropriate individuals on the OCTA board.

Flo Martin  
 2442 Andover Place  
 Costa Mesa, CA

*"It is when we are alone that we are the least alone." St. Augustine*

## PC-M23

**From:** Flo Martin [mailto:flomama@aol.com]  
**Sent:** Tuesday, July 17, 2012 10:43 AM  
**To:** 2, District  
**Subject:** expansion of the 405 in Costa Mesa


Dear Supervisor Moorlach,  
 I am 100% opposed to the expansion option that includes any toll lanes! As a long-time resident of Costa Mesa, (I remember when the 405 stopped at Harbor Blvd.) and as an even-longer taxpaying resident of California, I expect public access to our roads, highways and freeways. Please vote against any and all options that stipulate 405 toll lanes in Costa Mesa.

Thank you for representing me in this matter.

Florence N. Martin  
 Costa Mesa

*"It is when we are alone that we are the least alone." St. Augustine*

PC-M24



## I-405 Improvement Project

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Name (First and Last): <u>Felix Martinez</u>	
Organization: <u>MASON'S</u>	
Address(Optional): <u>722 S. Huron Dr. S. Ana CA. 92704</u>	
Phone Number: <u>(714) 9729072</u>	Email address:

Comments: reduce congestion and increase mobility. } 1

(Space for comments continued on reverse)

PC-M25



## I-405 Improvement Project

### Public Hearing

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Name (First and Last): <u>Jacob Martinez</u>	
Organization: <u>Plumbers Union Local 582</u>	
Address(Optional):	
Phone Number: <u>(714) 933-4499</u>	Email address: <u>jacob.martinez@plumbers582.com</u>

Comments: Too much congestion on the I-405 spending too much time stuck in traffic. } 1

(Space for comments continued on reverse)

## PC-M26

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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Name (First and Last): Victor Martinez  
Organization: \_\_\_\_\_  
Address (Optional): \_\_\_\_\_  
Phone Number: 951-545-6072    Email address: None

Comments: An improvement to widen the I405  
would be a stress reliever in traffic for  
thousands of people living in the area  
as well for commuters who pass their  
every day I am for building more streets  
and highways for better commutes

(Space for comments continued on reverse)

## PC-M27

**From:** smatalon [mailto:smatalon@verizon.net]  
**Sent:** Saturday, July 14, 2012 3:43 PM  
**To:** 2, District  
**Subject:** Freeway Construction and Express Lanes

Mr. Moorlach: I am a resident of Leisure World in Seal Beach. I am writing to let you know that I am totally against so-called Express lanes. It's bad enough we pay our taxes for the freeways, but then to have to pay to use the "Express" lanes is totally outrageous. All "express" lanes should be outlawed and all lanes should be allowed to be used by everyone without having to pay for the privilege of using those lanes. In fact, I really don't see any need for doing more work on the freeways than is already planned by hooking up the HOV lanes between the 605, 405 and 22 freeways. Building more lanes on the freeways is not the answer and it will never be the answer. We should try to have a better mass transportation system. I am sick and tired of all the constant freeway closures because of construction and now the bridge on Seal Beach Boulevard will be closed for two years and we in Leisure World will have only one lane open each way with a center lane for ambulances, etc. to transport people to Los Alamitos Hospital. Enough is enough. No more freeway building beyond those that are already being worked on.

## PC-M28

**From:** Sean Matranga [seanm@3d-ind.com]  
**Sent:** Wednesday, July 11, 2012 5:16 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** San Diego Freeway (I-405) Improvement Project

I highly oppose any addition of Toll Lanes.

Sincerely,  
**Sean Matranga**  
Orange County Resident  
Laguna Niguel, CA



**PC-M29**

**From:** Pat Matsubara [patty\_matsu@hotmail.com]  
**Sent:** Saturday, July 14, 2012 12:57 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 Expansion

I am a resident of West Orange County and have been for 40 years. For many years I commuted on the 405 and the 5.

I am concerned about further proposed expansion to the 405 because I foresee a parallel predicament as the northbound 5 was upgraded to almost the LA County line. Traffic backed up as the upgraded fast moving traffic funneled into fewer number of less well maintained traffic lanes. Savvy drivers opted for the 91. Unfortunately, as traffic approaches Long Beach on the northbound 405 there is no alternative freeway available. Even without the proposed Orange County upgrades traffic bottlenecks going into Long Beach.

In that regard, I am opposed to the tearing down and rebuilding the sound wall on the north side of the 405 between Valley View and Seal Beach Boulevard. That is just a waste of time and money.

I am opposed to further toll roads at this time. I recall co-workers who used the 91 did not use the toll road, even though it would have saved them time. I am not surprised that the LA Times reported on 7/1/12 that "ridership continues to fall below projections...". Measure M did not approve funds for toll roads, and I believe that if the language of Measure M would have included toll roads it would not have been passed by the Orange County voters.

I frequently use the 22 West/7th Street connector and the 7th Street Bridge which has finally reopened. I attended a community meeting prior to the demolition of the bridge where I was disappointed to learn the bridge would not be wider (and no improvement was planned on the Long Beach side) just longer to cover the expansion of the freeway. I believed that this was to accommodate the carpool-to-carpool lanes from the 405 to the 605 northbound and 605 to 405 southbound. It was my understanding no other lanes would be added to the existing non-carpool lanes of the north and south 405. As stated above, traffic already bottlenecks at the OC/LA border.

Thank you for your consideration. I would appreciate a response to this e-mail.

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**PC-M30**

**To:** Smita Deshpande  
Caltrans, District 12  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

Dear Smita Deshpande,

Hi my name is Gayle Matsubara and I have some concerns regarding the expansion of the 405 freeway.

- Why are you expanding the freeway at the northern border of Orange County when the number of freeway lanes in Los Angeles County will be the same. It is my understanding the Los Angeles County has no intention of expanding the freeway and so if Orange County expands the 405 it will only bottle neck in the area of the 22 and the 605. This does not alleviate traffic, but only increases pollution and noise. If you are considering expanding the freeway, why not expand south of the 22 and gradually let the lanes taper to the orange county/los angeles county border.

1

- There is no present funding for alternative 2 and 3 so why would you start a project that you do not have the money to pay for. What are you going to do if the money doesn't come up? Are you going to skimp on materials/safety? In fact, the money that is funding this project was voted on by the public in Measure M. Measure M did not approve for funds to go toward building toll roads. So it seems to me that it is not reasonable to consider alternative 2 and ESPECIALLY not alternative 3 as our tax dollars were not allocated for building toll roads. Another thing to consider, it was recently reported by the LA Times on July 1, 2012 "As ridership continues to fall below projections, leaders are looking for long-term, money-saving measures". If the Toll Road in Orange County are not making the money it was projected to make, how can you think the toll revenue will help fund the 1.7 billion dollar project.

2

- Have you considered the environmental impact this expansion will have on the air and noise pollution. I have looked over the Draft EIR statement and it states in 1.2.2.6 air quality improvements that this freeway expansion project qualifies as a Transportation Control Measure for the Air Quality Management Plan, I have a hard time believing that this will improve or even keep the same air quality

3

## PC-M30 Continued

we have now. Although the project may include "auxiliary lanes, ramp metering, traffic signal timing optimization and other traffic flow improvements", increasing the amount of traffic and cars on the freeway will only INCREASE smog/pollution and noise.

3

- If you plan on removing and rebuilding the sound wall in college park east, there are several things to consider. First, the wall is not deteriorating and it is in good shape. It seems ridiculous to spend the money on bringing it down and rebuilding it. Are there any measures going to be taken to reduce noise and pollution during the time of the rebuild? Is there a specific time frame that we are working with while the wall will be down? Are there any written specifications that the new wall will be built to the same specifications that the existing wall is built now. I know you can just build a tall wall and call it a "sound wall" and maybe you can do it quickly, but to build the same quality wall that we have now, Can it be done? How long will it take? How long will the wall be down? What steps are being taken to ensure the quality of life in our neighborhood will be tolerable? These questions should be answered before the wall comes down.

4

- If you plan on going through with this freeway expansion then I would have to recommend the no build or Alternative 1-adding 1 general purpose lane in each direction. I adamantly oppose moving the existing sound wall in college park east along Almond Ave. I highly recommend you consider to start eliminating one of the general purpose lanes early to avoid moving the wall. It makes no sense to have the extra lanes for the mile or so only to be stopped further up at the 405 Los Angeles County Border.

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I would like you to consider the above comments and would like a reply to each of my concerns. Thank you.

Gayle Matsubara

## PC-M31



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**

- ☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): DONALD W. MCCLAIN	
Organization:	
Address(Optional): P.O. BOX 3811 SEAL BEACH CA 90740	
Phone Number: (714) 606-6144	Email address: SEABRICK002@YAHOO.COM

Comments: IMPROVING THE 405 IS VITAL TO  
HELP WITH TRAFFIC CONGESTION AND  
WILL SUPPLY PLenty OF WORK FOR OUR  
UNION MEMBERS OF ALL SO-CAL UNIONS

1

(Space for comments continued on reverse)



**PC-M32**

**From:** Mark-David McCool [mdmccool@juno.com]  
**Sent:** Tuesday, July 17, 2012 1:01 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane. Alternative 3 would require the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago (seems like a big waste of money at this time of tight budgets). Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. There has to be a better solution then to remove existing lane(s) that aid in the flow of traffic on our freeways and turning them into toll lanes. Instead of solving the problem it will be pushing it out towards the margin of the road so everyone can fight for even more limited space. This may very well be the solution for the "HAVES" but, not the whole community. Please select something other then alternate 3. We should not end up like San Bernadina/Riverside with their 91 debacle.

Best regards,

Concerned Costa Mesa Citizen  
Mark-David McCool and Family  
Phone:714-979-1752

E-mail: [mdmccool@juno.com](mailto:mdmccool@juno.com)  
FUEL THE CURE  
<http://www.racing4research.org>  
Today is the beginning of eternal happiness or eternal disappointment for you - George Albert Smith

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**PC-M33**

**From:** Cynthia McDonald [cmcdonald.home@gmail.com]  
**Sent:** Monday, June 18, 2012 10:46 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 Widening Project

Ladies and Gentlemen:

I oppose the widening of the 405 Freeway in Costa Mesa. I live in Mesa North, close to the freeway and Fairview Road. The last time the freeway was widened, I noticed an immediate change in the number of accidents on the freeway. Because the freeway is now so wide, and because of the restrictions of the carpool lanes, it is difficult for drivers to make lane transitions. This causes a slowing of traffic, sometimes unexpectedly, and the result is an accident. The air each morning is now filled with the noise of one siren after another, usually a fire truck rushing to the 73/Bristol Street area. This is definitely a public safety issue and widening the freeway will only result in more accidents, injuries, and possible deaths.

Because I live near one of the bridges that will be torn down and reconstructed, I oppose the freeway widening because of the noise and air pollution the construction will create. The last time the Fairview bridge was widened, the noise from the pile drivers started early in the morning and didn't stop until late afternoon. The dust and air pollution made it impossible for me to enjoy my garden. Also, it will be impossible to safely bicycle or walk/run on Fairview if the bridge is narrowed to accommodate construction. After the construction it will be too dangerous to even consider pedestrian or bicycle traffic.

Finally, for the sake of the environment, we need to encourage people to get out of their cars and start using alternative forms of transportation. Money spent on widening the freeway should be spent on encouraging carpooling, safe bike and pedestrian paths, and a good mass transit system -- something Orange County is lacking.

Widening the freeway will not benefit Costa Mesa residents or businesses. In fact, it will be a detriment to those of us who live and work near the freeway. I ask that you encourage the OCTA to abandon the plan to widen the freeway. Thank you for your consideration.

Cynthia McDonald  
1181 Atlanta Way  
Costa Mesa, CA 92626  
(714) 549-5884

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## PC-M34

From: Joan McEvoy [joan@mcevoys.org]  
Sent: Monday, July 16, 2012 7:16 PM  
To: Parsons, 405.dedcomments  
Subject: Proposal for Rossmoor

To whom it may concern,

We are asking that you consider the following proposal for the citizens of Rossmoor. We have lived here for 12 years and are very concerned about the impact of the congestion of traffic on the streets around are community, which is already very, very busy.

Thank you,

Joan McEvoy  
(562) 397-6899

1

## PC-M35



# I-405 Improvement Project Public Hearing

## Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

### Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>ANDY McGLASSON</u>	
Organization:	
Address (Optional): <u>214 S. LA ESPERANZA SAN CLEMENTE CA. 92672</u>	
Phone Number: <u>949 492-1681</u>	Email address:

Comments: CURRENT SYSTEM MOVES TO SLOW. AFFECTS  
ALL OF US. TIME AND MONEY WASTED

(Space for comments continued on reverse)



**PC-M36**

July 7, 2012

OCTA Board Member  
550 Main Street  
PO Box 14184  
Orange, CA 92863

Dear Board Member,

We are residents of the City of Seal Beach College Park East Community. We are asking you to vote for Alternative 1 for the I-405 Freeway Improvement Project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the best choice because:

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing sound wall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond St. too narrow causing it to become more dangerous. In case you were not aware, Almond St. is a dedicated Tsunami escape route and the only community access route out from the College Park East Community for many of the smaller streets, including ours. We live on a corner house right across from the sound wall. Moving the wall up to 10 feet closer to our home will decrease our property value, and increase the noise and air pollution.
2. Alternatives 2 and 3 will encroach 10 feet into Almond St. and will also impact our existing parks at Astor Street and at Oleander Street. Like many of the parks in our community, children play and many citizens walk along Almond St. every day. An alternative that encroaches into our community will expose our citizens to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is to our community, the more exposed to vehicle exhaust and harmful toxins.
3. Funding is only available for Alternative 1. Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario for all the reasons above.

Sincerely,

*Wayne McLaughlin*  
*Carole McLaughlin*  
Wayne & Carole McLaughlin  
3520 Daffodil Circle  
Seal Beach, CA 90740  
562 598-9871

**PC-M37**



**I-405 Improvement Project**

**Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last):	<i>Michele McLeod</i>		
Organization:			
Address (Optional):	<i>4164 Candleberry Ave, Seal Beach, CA 90740</i>		
Phone Number:	<i>562-879-3949</i>	Email address:	<i>michele.mcleod@mindspring.com</i>

Comments: *Please Use ALT. 1 and Keep the original sound wall. Keep costs down. Please not toll road!*

*Thank you.*

*[Signature]*

(Space for comments continued on reverse)



## PC-M38

From: Michael McNally [mmcnally@uci.edu]  
Sent: Tuesday, July 17, 2012 4:11 PM  
To: Parsons, 405.decomments  
Subject: I-405 DEIR/DEIS Comments

I have two concerns with the analysis presented.

First, the predicted travel times for the No Build alternative versus the A1 alternative appears unrealistic. Adding one lane in each direction in A1 improves peak travel times from over 120 minutes to under 60 minutes from SR-73 to I-605. This implies that all alternative routes from Orange County to LA County (e.g., SR-22, SR-91, I-5) would have similar travel time performance for the No Build alternative under standard modeling assumptions (user equilibrium). If the additional capacity on the I-405 reduced travel times by over 50 percent, similar albeit lesser travel time improvements would be anticipated on alternatives routes, but this simply is not possible. The scale of the capacity improvement does not appear to be in sync with the performance result.

Second, the assumption that estimated capacities from the SR-91 Express Lanes would be valid on the I-405 lanes under Alternative A3 is spurious. The corridors are fundamentally different, the 405 will have intermediate access/egress points, and there will be significant spillback effects at either end. Better estimates than 1700/1200 vph for HOT/GP lanes are in order.

Finally, I have real concerns that a slippery slope has been reached. While Measure M funds will not be used to build a toll facility, the Measure M commitment to an Orange County HOV network will be compromised, and potentially eliminated if the HOV network evolves into a HOT network. Finally, while a financial commitment to a toll facility may not be made, our most limited resource will be dedicated to a toll facility -- the land. This right-of-way can no longer be part of the OCTA commitment to provide freeway and HOV facilities in the future.

M. G. McNally  
Irvine, CA

-----  
Professor Michael G. McNally  
Institute of Transportation Studies (AIRB4048) Department of Civil & Environmental  
Engineering University of California, Irvine Irvine CA 92697-3600 USA  
Phone: 949-824-8462  
E-mail: [mmcnally@uci.edu](mailto:mmcnally@uci.edu)  
<http://www.its.uci.edu/~mmcnally/>  
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## PC-M39



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**

- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Mauricio Macias P. "Buddy"</u>	
Organization: <u>1260 E. Foothill Ave. Unit #11</u>	
Address (Optional): <u>City 947-0145</u>	
Phone Number: <u>anahaimcaib</u>	Email address: <u>PAWATHEIMSHARK@hotmail.com</u>


Comments: Fix all the Freeways, with more  
lanes on each direction.

(Space for comments continued on reverse)



PC-M40

PC-M41



## I-405 Improvement Project

### Public Hearing

### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 -- Orange Coast Community College   
 ☐ Thursday, June 7, 2012 -- Rush Park Auditorium  
☐ Wednesday, June 6, 2012 -- Westminster Community Center   
 ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center

Name (First and Last): <u>MANUEL M. IZALVEZ</u>	
Organization: _____	
Address (Optional): <u>1222 W. FLORA ST. APT. C- 92704</u>	
Phone Number: <u>714: 5572381</u>	Email address: _____

Comments: YES we need's more widen  
EACH FREEWAY ORANGE THE LOS  
ANGELES AREA FOR MANY YEAR'S  
IS THE SAME FREEWAY'S SO  
we need MORE. THANK YOU

(Space for comments continued on reverse)






**From:** Miranda [mirandamega@earthlink.net]  
**Sent:** Wednesday, June 13, 2012 9:57 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** NO to the TOLL!

Please no toll on the 405! I use the 405 to the 605 to the 91 (and back) everyday for my long commute from Fountain Valley to Cerritos to take my son to Diving classes. We ride in the carpool lane now and it takes us from 30-45 minutes depending on traffic. If there would be a toll road charge to use the lane I would not be able to afford the toll, gas and tuition. Also, I would have to leave even earlier to get there and the stop and go traffic would cost me even more money for gas.






Please don't add the toll.

Thanks,  
 Miranda Megrdichian  
 Of Fountain Valley  
 714-496-1810

PC-M42


 <b>I-405 Improvement Project</b> <b>Public Hearing</b> <b>Comment Sheet</b>	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
<b>Meeting Venue (please check one of the following):</b> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>ALEX MORGAN</u> Organization: <u>OC Resident</u> Address (Optional): Phone Number:      Email address: <u>chitram@yahoo.com</u>	
Comments: <u>Traffic is bad everytime I go to the way out there during</u> <u>delays please do something about this problem -</u> } 1	
(Space for comments continued on reverse)	
   	

PC-M43

 <b>I-405 Improvement Project</b> <b>Public Hearing</b> <b>Comment Sheet</b>	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
<b>Meeting Venue (please check one of the following):</b> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input checked="" type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>RACHEL MENDOZA</u> Organization: <u>LABOR LOCAL 652</u> Address (Optional): <u>2556 Sauthard St SANTA ANA CA</u> Phone Number: <u>714 578-5343</u> Email address: <u>NONE</u>	
Comments: <u>AS WE CAN SEE</u> <u>will be easy for TRAFFIC Get fast to</u> <u>your House Make easy for lane</u> <u>and whatever way so we want to</u> } 1 <u>Get the job I Back up the</u> <u>Project Thank you</u>	
(Space for comments continued on reverse)	
   	



PC-M44



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





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☒ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Ronald Mendez</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: <u>714-465-6297</u>	Email address: <u>N/A</u>

Comments: I take that freeway everyday  
and its always backed I think  
it would benefit California  
yes! I support the construction  
in the 405 freeway! Do it! } 1

(Space for comments continued on reverse)

PC-M45



## I-405 Improvement Project Public Hearing Comment Sheet

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☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>JOSE MENDOZA</u>	
Organization: <u>LOCAL #250</u>	
Address (Optional): _____	
Phone Number: <u>862-427-7194</u>	Email address: _____






Comments: Help brotherly sisters get back to work } 1

(Space for comments continued on reverse)

PC-M46

PC-M46 Translation

	
<h2 style="text-align: center;">I-405 Improvement Project</h2> <h3 style="text-align: center;">Public Hearing</h3> <h4 style="text-align: center;">Comment Sheet</h4>	
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>	
<p><b>Meeting Venue (please check one of the following):</b></p> <p> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College            <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium  <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center            <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center       </p>	
<p>Name (First and Last): <u>Ramon Mendoza</u></p>	
<p>Organization: <u>Labor Local 652</u></p>	
<p>Address (Optional): <u>20690 EL NIDO AV PERROS CAL</u></p>	
<p>Phone Number: <u>(951) 722 8226</u></p>	<p>Email address:</p>
<p>Comments: <u>MUCHOS Accidentes</u></p> <p><u>MUCHO TRAFICO MUCHO TIEMPO PARA</u></p> <p><u>IR A LOS TRABAJOS</u></p> <p><u>Y SE NEEESITA MAS TRABAJOS</u></p> <p><u>Y SE AORRA MAS COMBUSTIBLE</u></p> <p><u>Y SE REDUCE MAS HUMO AL medio</u></p> <p><u>AMBIENTE</u></p>	
<p>(Space for comments continued on reverse)</p>	
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>	


Comment:

A lot of accidents, a lot of traffic and too much time wasted getting to our jobs. More jobs are needed; we would save on gas and reduce on emissions to the environment.

1

PC-M47

PC-M48



## I-405 Improvement Project

### Public Hearing

### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**





☐ Monday, June 4, 2012 -- Orange Coast Community College    ☐ Thursday, June 7, 2012 -- Rush Park Auditorium

☐ Wednesday, June 6, 2012 -- Westminster Community Center    ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center

Name (First and Last): <u>Silvano G. Mendoza</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>1772 Mitchell ave #68 Tustin Ca 92780</u>	
Phone Number: <u>(714) 721-8109</u>	Email address: <u>Silvano.Mendoza54@hotmail.com</u>

Comments: it's a necessity for all Orange County Residents  
to commute to our jobs, our businesses, our schools.  
etc, etc. this project will improve our safety and  
our quality of life with our loved ones.  
Thanks.

(Space for comments continued on reverse)

Terry & Arlene Marcor  
3541 Daffodil Circle  
Seal Beach, CA 90740

July 3, 2012

Ms. Smita Deshpande, Branch Chief  
Caltrans District 12  
Attention: 405 DEIR/DEIS Comment Period  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

Dear Ms. Deshpande,

I am writing to tell you the facts of the I 405 Improvement Project as I see it as a Seal Beach neighbor who will be affected by this project.

(1.) Los Angeles County has not earmarked money to build additional lanes and may never do that. Therefore it is irresponsible of OCTA and Caltrans to add up to two more lanes northbound on the 405 knowing LA County has no plans to add the same in the next 10 to 15 years, if at all. Widening the freeway for a short distance will only lead to a bottleneck at Seal Beach and a worse situation than we have now. Cars will be jammed up between Valley View Street and LA County line attempting to merge across 4 lanes to continue on the 405 N since the first 2 lanes would go to 7<sup>th</sup> Street and the next 2 lanes would go to the 605. Why spend all that money to create a problem? I've heard it said that this is like building half an airline runway. The runway would be unusable just as half a freeway is unusable.

(2.) Forecasts of Traffic Projections are inaccurate. The projections assume that people are streaming into California and will be using this freeway. People are leaving California because of our economic situation and unfriendly attitude toward new businesses coming in. The tremendous growth this study projects isn't, and may never, be happening.

(3.) A Toll Road is certainly out of the question. No one needs or wants another Toll Road. In Orange County the Toll Road Operators are financially strapped. As per an article in the Los Angeles Times on July 1, 2012 Toll Roads in Orange County are below projections leading to operators jobs being cut and they are eliminating cash payments to try to save money. Furthermore the toll fee and requiring that car pools be 3 or more people is going to cause more people to use the general purpose lanes and congest them up more.

(4.) Because of the negative impact on traffic flow at Seal Beach that building half a freeway would cause, it would make the air quality even worse with the addition of more vehicles jammed up between Valley View Street and LA County line. If the "improvement" requires moving the Almond Avenue sound wall it will be very costly not only to move the wall but because of underground utilities needing moved. The increased noise and air pollution and decrease in home values would have a very negative effect on the community. Plus it would mean loss of parking not only for residents, but for the overflow of cars from events at the country club these cars also park along Almond.

## PC-M48 Continued

Above paragraphs let you know of the down-side of the project as so stated. However, I do have suggestions of what seems to make more sense to do with the project:

(A.) If Alternative 1 is chosen end the 405 Improvement Project at Valley View Street and thus eliminate the need to narrow the traffic 2 or more lanes in a short expanse as they try to travel N into LA County.

(B.) If Alternative 2 or 3 are chosen, also end the new lanes at Valley View so you don't have to take away so many lanes at the county line or just before that when people are trying to exit or merge to access the 22 or 605.

(C.) Hopefully not, but if Alternative 2 or 3 are chosen and you insist on bringing the new lanes further north into Seal Beach I understand you can move the center line, have a 4 foot shoulder and make a 405 realignment and this would at least save the Almond Avenue sound wall from needing to be moved to the detriment of the community and your pocketbook.

I sincerely hope you will look at the suggestions I have made and see that they would better handle the traffic, air quality problem, property devaluation, parking and aesthetic look in the north Orange County community affected.

Thank you for reading my letter and putting it under consideration.

Best wishes for a mutually acceptable solution for all concerned.



Arlene K. Mercer  
Seal Beach resident since 1984  
Founder/Director Emeritus of Food Finders, Inc.

*I hope you will bring this to the attention of the CalTrans Board.*

5

## PC-M49

6/26/12  
405 Improvement project  
North Bound Lanes  
Terry Mercer  
3541 Daffodil Cir.  
Seal Beach, CA 90740

1. The conclusion drawn for this study seem to defy all logic and common sense, which leads one to conclude that the traffic modeling must be flawed.
  - a. Certainly additional **northbound lanes** will alleviate the current congestion at Euclid Ave., but since there are no additional lanes going north on the 405, this is likely to lead to more congestion, fumes and negative quality of life impact between the 22 and 605.
  - b. The addition of one lane leading to the 605 will likely help the situation, if the assumption that there is enough demand in that direction is valid.
  - c. The second lane leading to 7<sup>th</sup> street and Long Beach is a true **bridge to nowhere** and is highly unlikely to alleviate any of the additional flow coming north for the following reasons:
    - i. 7<sup>th</sup> street is already totally jammed, during peak hours, so this would only make it worse, so why would any new drivers choose to take that route, even if the option is available.
    - ii. What could possibly drive additional demand in that direction – Long Beach has not been growing for years.
    - iii. The claim that adding an extra half a lane to 7<sup>th</sup> street will move 1200 more vehicles per hour at peak, just like the first lane is very suspect, and must bring into question the accuracy of all of the information.
  - d. What drives these growth assumptions used in the model? The population growth in the state has slowed to a crawl, and the state is controlled by anti-business politicians and is ranked near the bottom out of 50 states for attractiveness to new businesses.
  - e. Finally, the idea of a complex toll road along this stretch of freeway that favors the rich and ends abruptly at the 605 can only be classed as **hair-brained**. At this stage of the public review, the people at the review meeting could not even explain how it would practically work. I would also contend that this is an issue for all people living in the county since they are paying for the lanes and they have not been given notice of the project and public meetings unless they live near the freeway.
2. With all of these questions and unknowns, it would seem prudent to add no more than one lane Northbound, at this Juncture, to avoid another Costa Mesa like bottle neck at the 605 and totally waste our taxpayer dollars.
3. It is well known that increasing throughput in a factory, refinery or a highway system involves addressing the bottlenecks. On the surface it does not appear that this has been done as part of the analysis. A major bottleneck exists at Euclid,

Terry Mercer

Page 1 of 2

PC-M49 Continued

which will be improved with the addition of lanes in this area. Inexplicably, the project also adds more lanes prior to the bottleneck in Costa Mesa, which if anything will reduce the benefit of the lane addition at Euclid. Also, as stated above, adding a second lane that does not go through the 605 junction on the 405 can only create or make worse the bottleneck at this juncture.






3  
Cont.

4. My residence, is along Almond Ave. next to the 405/22 section of the highway. Moving our current wall for any reason will adversely impact our quality of life and reduce our property values and it is totally unnecessary for the following reasons:

4

- The City of Seal Beach has determined that two northbound lanes can be added without moving the wall if Cal Trans allows some commonly used lane sizing exceptions. This avoids the cost of a new wall which includes moving power poles and underground electrical and phone delivery systems, for a lane that can only add to the congestion for this section of the highway.
- The lot sizes in the College Park project were initially approved assuming parking on both sides along Almond and a significant number of parks for open space. This covenant should not be broken.
- For houses in the cul-de-sacs along Almond there is limited parking and the parking along Almond is routinely used.
- The current wall is 20 foot high and earthquake proof and will be replaced by a standard 18 foot wall, per the engineers at the public meeting. Most homes are second story so this would certainly mean more noise, which will not be identified in the EIR, since all sound readings are taken at 5 foot elevation.

PC-M50

 <h2 style="margin: 0;">I-405 Improvement Project</h2> <h3 style="margin: 0;">Public Hearing</h3> <h3 style="margin: 0;">Comment Sheet</h3>	
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>	
<p><b>Meeting Venue (please check one of the following):</b></p> <p> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College             <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium  <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center             <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center         </p>	
<p>Name (First and Last): <u>Juan Alberto Lopez Mera</u></p> <p>Organization: <u>Labor Local 652</u></p> <p>Address (Optional): <u>919 Cerritos Ave Apt A Long Beach CA 90812</u></p> <p>Phone Number: <u>562 4810577</u> Email address: _____</p>	
<p>Comments: <u>porque alla hora de salida de trabajar se llena mucho y estaria bien para crear mas trabajo porque hay mucha gente sin trabajar</u></p>	
<p>(Space for comments continued on reverse)</p>	
   	

1

Terry Mercer

Page 2 of 2

## PC-M50 Translation

Comment:

Because there is a lot of traffic during after work hours and because it would create jobs for unemployed people. } 1

## PC-M51

From: roger michaud [rjmichaud@gmail.com]  
Sent: Tuesday, June 19, 2012 7:28 AM  
To: Parsons, 405.dedcomments  
Subject: Detour Route






Hello,

Since the opening of the 7th St bridge I realized that when the 405N is closed at night in Seal Beach I could still access the 7th St bridge via the Seal Beach Blvd ramp.

During this weeks night time closures of the 405N and Valley View/GG Blvd., while traveling west on SR-22 will I be able to exit at Valley View, turn right to Lampson and then proceed to the Seal Beach ramp to the 7th St Bridge? } 1

Regards, Roger

## PC-M52






 <b>I-405 Improvement Project Public Hearing Comment Sheet</b>	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
<b>Meeting Venue (please check one of the following):</b>	
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center
Name (First and Last): <u>FELIX MICHEL</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>18950 LUSITANO DR.</u>	
Phone Number: <u>407 873 0942</u> <u>CELL: (951) 640 0610</u>	Email address: <u>FMICHEL@HOTMAIL.COM</u>
Comments: <u>SE TIENE QUE AMPLIAR- PORQUE HAY MUCHO TRAFICO, ACCIDENTES, TOMA MUCHO TIEMPO PARA LLEGAR, DE UNA CIUDAD A OTRA PONER MAS LINEAS- Y DARLE TRABAJO PARA LAS PERSONAS, QUE NO ESTAMOS TRABAJANDO</u>	
(Space for comments continued on reverse)	
   	

## PC-M53

**Comment:**






It needs to get wider because there is a lot of traffic, accidents and it takes a long time to travel from one city to another. Add more lanes and give jobs to unemployed people.

1

 <h2 style="margin: 0;">I-405 Improvement Project</h2> <h3 style="margin: 0;">Public Hearing</h3> <h3 style="margin: 0;">Comment Sheet</h3>	
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>	
<p><b>Meeting Venue (please check one of the following):</b></p> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College         </div> <div> <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium         </div> </div> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center         </div> <div> <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center         </div> </div>	
<p>Name (First and Last): <u>Row Milano</u></p>	
<p>Organization: _____</p>	
<p>Address (Optional): <u>5152 Dunbar Dr. #B Hunt, Bch CA 92649</u></p>	
<p>Phone Number: <u>714 583-0551</u></p>	<p>Email address: <u>rmilano77@yahoo.com</u></p>
<p>Comments: <u>Lets get rid of traffic!</u> } 1</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>(Space for comments continued on reverse)</p>	
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>	

PC-M54

PC-M55

 <b>I-405 Improvement Project</b> <b>Public Hearing</b> <b>Comment Sheet</b>	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
<b>Meeting Venue (please check one of the following):</b> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>CHRISTINA MILLER</u>	
Organization: _____	
Address (Optional): <u>5675 FACULTY AVE LAKEWOOD CA 90712</u>	
Phone Number: <u>(562) 728-3658</u>	Email address: _____
Comments: <u>TO KEEP TRAFFIC FLOW</u> } 1	
_____ _____ _____ _____ _____ _____ _____ _____ _____	
(Space for comments continued on reverse)	
	
	

Christina Miller  
 4601 Dogwood Ave  
 Seal Beach, CA 90740

July 7, 2012

Dear Sir,

I am a homeowner and resident in the College Park East neighborhood of Seal Beach. I am extremely concerned about the proposed project to move the retaining wall next to Almond Ave into our complex in order to add additional lanes on the 405 freeway. My concern is based on the fact that our neighborhood is immediately adjacent to the I-405/SR22 freeway, and therefore any increase in the size of that freeway will have immediate, long-term and lasting impacts on our living environment and quality of life.

More specifically, it appears to me that the Draft EIR Report has not thoroughly studied the adverse effects of several potential consequences that would come from this project, and so there seems to be no plan or intent to mitigate these negative consequences. These consequences include such things as:

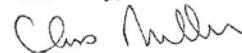
- Increased traffic noise.
- Increased air pollution due to the increase in traffic.
- Narrowing of Almond Avenue, a neighborhood street that parallels, and is immediately adjacent to, the freeway.
- Increased congestion on Seal Beach Blvd. and Lampson Ave.

The resulting negative effects could have a significant adverse impact on our living environment and quality of life. And most significantly, it is my understanding that this expansion is not necessary, in that the 405 Freeway will already have expanded to include 7 lanes.

I would appreciate a response acknowledging and addressing my concerns.

Thank you.

Sincerely,



Christina Miller  
 562-598-5990



PC-M56

PC-M56 Continued

4632 Guava Avenue  
Seal Beach, CA 90740  
July 17, 2012

2 7/17/2012

Ms. Smita Deshpande  
Caltrans District 12  
2201 Dupont Drive, Suite 200  
Irvine CA, 92612

Subject: I-405 DEIR/DEIS Comments

Dear Ms. Deshpande:

I am in total support of the comments submitted by the City of Seal Beach regarding the Draft Environmental Report/Environmental Impact Statement (DEIR/DEIS) for the State Route I-405 Widening Project. This letter may expand and/or offer additional comments to those submitted by the City of Seal Beach.

1

The DEIS/EIR is incomplete, inadequate, and misrepresents the future situation. None of the three alternatives resolve the bottleneck on the I-405 freeway between Valley View Street and Los Angeles County line. The alternatives only add to the bottleneck creating more traffic congestion, air pollution, and noise because no project is planned in Los Angeles County. It is irresponsible for Orange County Transportation Authority (OCTA) and Orange County Caltrans District 12 (Caltrans) to proceed with any of the alternatives without a coordinated effort in Los Angeles County. Alternative #3 is just a revenue source for OCTA that does very little to improve traffic flow except for the wealthy commuters that can pay to use the toll express lanes.

2

The DEIR/DEIS ignores the environmental impacts on the College Park East (CPE) community in Seal Beach adjacent to the north side of the I-405 freeway between the Garden Grove city limits to the Seal Beach Tennis Center. There is only one reference to this community in the documents with no discussion or mention of the environmental impacts on CPE, including but not limited to the soundwall, utilities, noise, air pollution, gas/petroleum pipelines, and property values:

3

Soundwall

The existing 18-foot soundwall that runs between the Garden Grove city limits and the Seal Beach Tennis Center is not addressed in the DEIR/DEIS. This wall was constructed over 30 years ago at the request of Seal Beach residents to a height of 18 feet. In 2009, the City Council told OCTA representatives this wall could not be moved for the project. Representatives of OCTA and Caltrans have indicated the wall must be moved for Alternative

4

#2 and Alternative #3. Obviously, since there is no mention of the soundwall in the DEIR/DEIS; thus, the need to move the soundwall was not addressed. The City consultant Zimmerman Engineering has identified project designs that would not require moving the wall for these alternatives, i.e., if the centerline of the I-405 freeway were moved six feet to the south with a four-foot inside shoulder from where the yet to be constructed 22 freeway flyover, would connect to the northbound I-405 freeway, there would not be a need to move the wall. Caltrans representatives continue to insist the inside shoulder area be ten feet in width even though on the southbound side of the I-405 freeway between Seal Beach Blvd. and Valley View Street there is a four foot inside shoulder for 3,200 feet. Why is this acceptable on the southbound side of the freeway but not on the northbound side?

4

Even though the DEIR/DEIS does not address this soundwall, the residents of CPE strongly oppose moving this soundwall as evidenced by 1,065 signature petition presented in response to this DEIR/DEIS. This project would reduce the width of Almond Avenue, which is a city collector street and major arterial street for CPE. The narrowing of the street removes on-street parking, moves utilities into the neighborhood, and removes landscaping. This wall has been in place over 30 years and needs to stay where it is. OCTA and Caltrans need to show the same consideration and flexibility that is exhibited on the southbound side of the I-405 freeway. Why are OCTA and Caltrans presenting a double standard that harms the residents of CPE?

5

Utilities

Since the DEIR/DEIS does not address the need to move the I-405 freeway soundwall into CPE, the need to relocate utilities has not been addressed in the document. There is a Southern California Edison Company distribution line in the landscape parkway adjacent to the wall that runs the full length of the wall. OCTA representatives have indicated this distribution line might be moved to the north side of Almond Avenue. All utilities are undergrounded in CPE. Would this line be undergrounded to maintain the design of CPE? Where would the telephone equipment and lines, and fire hydrants in the parkway be moved?

6

Noise

Even though the noise impacts on CPE were not discussed in the DEIR/DEIS, the increased traffic and bottlenecks on the I-405 freeway would create a significant increase in noise for all of CPE, as well as College Park West (CPW) and Leisure World in Seal Beach and Rossmoor. To mitigate this increased noise level all lanes of the I-405 freeway between Valley View and Los Angeles county line should be paved with rubberized asphalt. At a minimum this should reduce the noise by a least seven to nine decibels according to a 2003 study done by the Arizona Department of Transportation.

7

## PC-M56 Continued

3 7/17/2012

Air Pollution

Air pollution studies did not give consideration to the fact Los Angeles County is not planning a I-405 widening project. The DEIR/DEIS gives no consideration to the project ending at the county line and the huge bottleneck that would be created as vehicles try to merge down two lines to continue north at the county line. Not enough traffic will go up the 605 freeway or into Long Beach at the Seventh Street exit. Gridlock on the northbound I-405 freeway would probably be from Long Beach back beyond Valley View Street. The cancer risk to CPE, CPW and Rossmoor residents would increase significantly. The attached Orange County Register article showed EPA 2002 data that indicated the I-405 freeway-605 freeway interchange area had a higher risk of cancer than most areas in Orange County and it is stated regarding a freeway nexus proves toxic that "If you are near a freeway, there are higher concentrations (toxic air contaminants). If you're at the intersections of two freeways, there are contributions from both freeways." Until Los Angeles County improves the I-405 north of the county line, air pollution will be much worse than contemplated in the DEIR/DEIS.

8

Gas/Petroleum Pipelines

Option 2 and Option 3 call for the relocation of the 14" and 16" gas/petroleum pipelines through CPE along Almond Ave would sandwich CPE between these pipelines and a 34" high-pressure gas pipeline along Lampson Avenue. The residences of CPE would be in the middle of these pipelines that would be 500 to 2,000 feet apart. Do not forget the 30" gas pipeline that ruptured in San Bruno in September 2010. These three gas lines would be approximately 75" feet apart along Lampson Avenue and the I-405 freeway between the Seal Beach Tennis Center and Seal Beach Blvd. A San Bruno type event would destroy a huge area, including lanes on the I-405 freeway. This same area of Lampson Avenue is in a helicopter flight pattern of the Los Alamitos Joint Forces Training Base. Additionally, this area is in the flight path of the runways at the Base. Why aren't these unsafe situations addressed in the DEIR/DEIS? Option 2 and Option 3 would require the taking of three houses in CPE. This is not addressed in the DEIR/DEIS.

9

Property Values

Although not discussed in the DEIR/DEIS, property values of houses in the cul-de-sacs off of Almond Avenue would lose value if the soundwall is moved into CPE as a result the reduced width of Almond Avenue, closed end visual effect, increased noise, and increased air pollution. These homes will be harder to sell and there will be a ripple effect through CPE. How can the DEIR/DEIS indicate houses closer to the freeway would have increased property value? The DEIR/DEIS needs to address the negative impact on CPE property values from moving the soundwall. The DEIR/DEIS does not address the property value impact of having two gas/petroleum pipelines run along Almond Avenue in CPE -- why not?

10

## PC-M56 Continued

4 7/17/2012

The DEIR/DIS ignores the traffic congestion impacts of the I-405 Widening Project on the City of Seal Beach, the Rossmoor community and the commuters of Orange County and Los Angeles County, as well as the toll express lane issue that would face a majority of the commuters on the I-405 freeway:

Traffic Congestion

As mentioned above, this I-405 Widening Project has not been coordinated with Los Angeles County. There is currently no project to improve the I-405 freeway project north of the county line. This project will cause traffic to come to a screeching halt at the county line. This gridlock will bring additional noise and air pollution. The I-5 freeway has gone through the exact same situation. The Orange County portion of the project was improved almost 15 years ago and only now is Los Angeles County improving the I-5 freeway. It would be negligent and irresponsible to add up to two more lanes northbound on the I-405 freeway knowing Los Angeles County has no plans to add the same in the next 10 to 15 years, if at all.

11

Toll Express Lane Issue

Alternative 3 provides no additional free lanes; currently there are seven free lanes on the I-405 freeway (one carpool lane and six general-purpose lanes) between Valley View Street and Seal Beach Blvd. Alternative 3 will add one general purpose lane and one toll express lane and convert the carpool lane to a toll express lane. Thus, there would be two toll express lanes and seven free general purpose lanes. The only improvement to the free general-purpose lanes would be reflected in those commuters who choose to use the toll express lanes. Not much of an improvement for \$1.7 billion.

12

The addition of toll express lanes in Alternative 3 is problematic for the commuters of Orange County and Los Angeles County. Toll express lanes rely on and perpetuate congestion. The rates would be set so that the toll lanes flow freely. The majority of commuters would ride in the free congested general-purpose lanes. This creates a social inequity.

As stated above, the DEIR/DEIS is incomplete, inadequate, and misrepresents the future situation. The DEIR/DEIS should be re-done with consideration given to the impacts of moving the soundwall into CPE; with consideration being given to design proposals of the City of Seal Beach; with design consideration given to Los Angeles not having an I-405 freeway widening project; and with consideration being given to the impacts of routing the 14" and 16" gas/petroleum pipelines through CPE. With no I-405 freeway widening project planned for Los Angeles County, Alternative 1 is the only alternative that should be given consideration in the DEIR/DEIS. If Alternative 2 is considered in this scenario, consideration should be given to adding no more than one general-purpose lane to the I-405 freeway between Valley View Street and Seal Beach Blvd. Consideration should be given to providing the Navy with up to \$100 millions to move its facilities to the south to free up significant

13

PC-M56 Continued

5 7/17/2012

property for this project and future uses. In conjunction with obtaining this property, consideration could be given to eliminate the ongoing bottleneck on the I-405 freeway between Valley View Street and Seal Beach Blvd. by routing the 22 freeway over the I-405 freeway on to the Navy property and connecting the 22 freeway at the interchange between the I-405 freeway and 605 freeway.

13

Sincerely,

*Gary Miller*

Gary Miller  
Mayor Pro Tem  
Councilman, District 4  
City of Seal Beach

PC-M56 Continued

Attachment

GREEN OC



Living green in Orange County by Pat Brennan

« Previous Post  
Next Post »

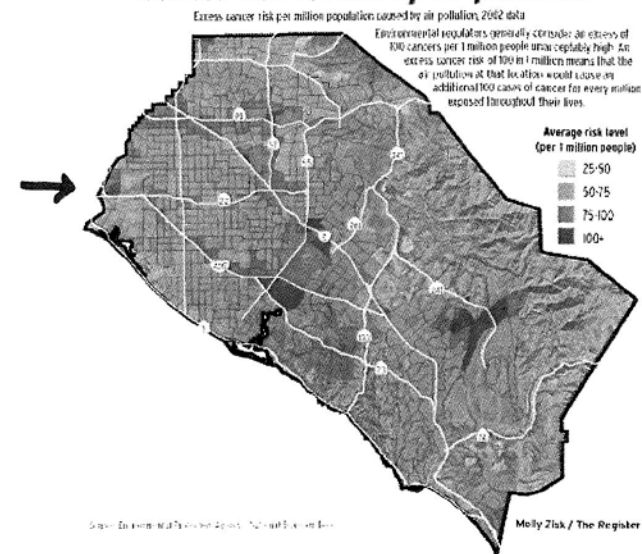
All Posts

EPA: Air pollution cancer risk higher in parts of O.C.

June 25th, 2009, 5:52 pm · 21 Comments · posted by Pat Brennan, science, environment editor

Parts of southern, central and northern Orange County face an "unacceptably high" cancer risk from toxic contaminants found in air pollution, a new report by the U.S. Environmental Protection Agency shows.

Cancer risk caused by air pollution



## PC-M56 Continued

And while most of Orange County's cancer risk falls below the highest threshold used in the assessment – more than 100 people per million expected to develop cancer from these air contaminants in a 70-year lifetime – large patches remain on the high end, with at least 75 per million. Most of northern Orange County had a risk of at least 50 in one million.

"You could use that word," Matthew Lakin, EPA air quality analysis office manager for the region that includes California, said of the 'unacceptable' label. "I would say greater than 100 in a million points to areas where we should do more work to reduce toxics."

An ideal threshold, he said, would be less than one in a million, but that would be difficult to reach.

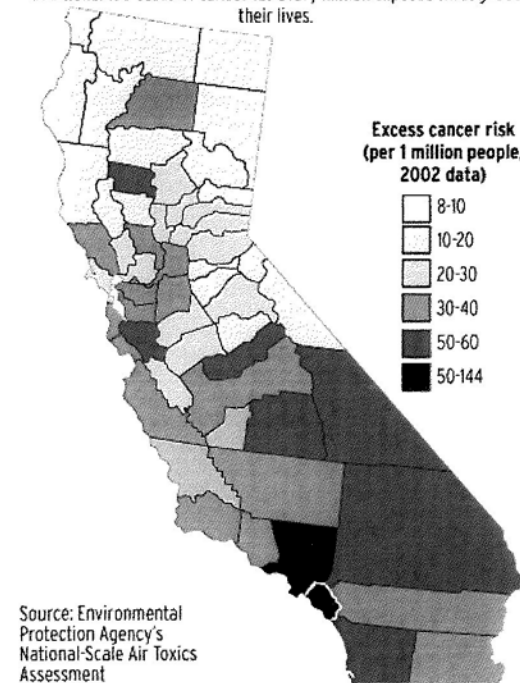
**Caveats, questions**

The report, called the National-Scale Air Toxics Assessment, is based on 2002 data on toxic air contaminants, the most recent available, and EPA cautioned that it does not include a cancer-risk assessment for diesel soot because the agency has not settled on a risk level for it.

## PC-M56 Continued

**Cancer risk caused by air pollution**

Environmental regulators generally consider an excess of 100 cancers per 1 million people unacceptably high. An excess cancer risk of 100 in 1 million means that the air pollution at that location would cause an additional 100 cases of cancer for every million exposed throughout their lives.



[Click to see larger image.](#)

But the most recent study by the regional smog agency, the South Coast Air Quality Management District, found an average 1,200 per million risk from diesel soot for the Los Angeles air basin, which includes Orange County.

"That's 84 percent of the cancer risk," spokesman Sam Atwood said. "When you look at the whole picture, the risk is, in fact, much higher. It makes it even more compelling that we have unacceptably high risk levels from air pollution."

## PC-M56 Continued

The regional air district also is looking into an assertion in a story by USA Today that the EPA study identified a Cerritos neighborhood as having the nation's highest cancer risk. The risk level, Atwood said, appears to be based on an assessment of emissions from a facility called Heraeus Metal Processing LLC in Santa Fe Springs. The air district is investigating further, he said.

EPA officials said Thursday they did not identify specific communities in the report.

Officials at Heraeus did not offer comment on the questions about their emissions Thursday.

The report, Atwood said, also identified emissions contributing to high cancer risk levels that the district concluded would have come from two Orange County facilities: Control Components Inc. in Rancho Santa Margarita, and a Chevron facility in La Habra. But Atwood said the Rancho Santa Margarita facility closed in 1991, the other in 2000.

Otherwise, Atwood said, the report offers more evidence that the Los Angeles basin has some of the nation's worst air pollution.

"Obviously, our numbers are very different from the EPA study," he said. "But I think, broadly, the AQMD study and the EPA report reached the same conclusion: that we have among the highest levels of toxic air pollution here of anyone in the country."

### Freeway nexus proves toxic

The nationwide report is based on toxic pollution readings and uses a fictitious entity well-known to pollution risk analysts: residents who spend an entire 70-year lifetime in one location.

While rare in the real population, the fictitious people are useful when trying to create models of cancer risk from exposure to various contaminants.

The map shows a large area with cancer risk above 100 in a million southeast of the point where the 55 and 405 freeways meet, spanning parts of Costa Mesa and Irvine, another where the 55 meets the 5 freeway, and another directly east of Mission Viejo stretching south toward Laguna Hills.

Those concentrations are not coincidental, said Arnold Den, senior science advisor for EPA in San Francisco.

→ "That would be expected," he said. "If you're near a freeway, there are higher concentrations. If you're at the intersections of two freeways, there are contributions from both freeways."

## PC-M56 Continued

Nationwide, the report found that more than 2 million people live in census tracts where combined cancer risk from air contaminants is 100 in 1 million or higher. More than 284 million live where the combined risk is 10 in a million or higher. The nation's average risk is 36 in a million.

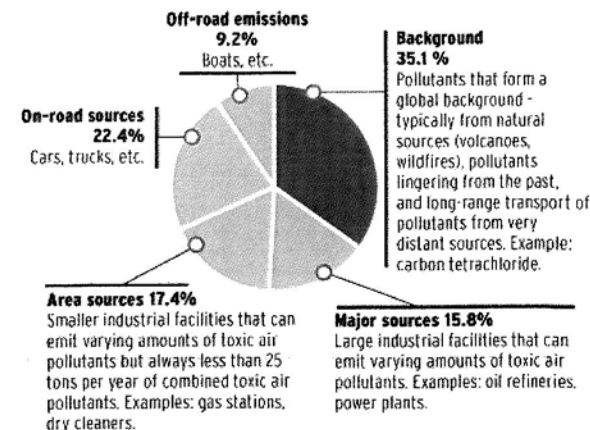
The maps are meant as a guide to policymakers, but the report does not account for pollution reductions since 2002, or planned reductions.

There was good news from the report: since the Clean Air Act was amended in 1990, toxic air contaminants from all sources in the United States has dropped by 40 percent.

This assessment updates the agency's last one, in 1999. The next, based on 2005 data, will be released late this year or in 2010.

The report examined 180 toxic air contaminants, and looked at risks of cancer as well as risk of non-cancer health effects.

### What makes Orange County air toxic



Source: U.S. Environmental Protection Agency

The Register

The worst offender in California was benzene, found in auto exhaust; others of major concern in the state include 1,3-butadiene and formaldehyde.

This assessment updates the agency's last one, in 1999. The next, based on 2005 data, will be released late this year or in 2010

## PC-M57


July 15, 2012 (emailed to OCTA this date; overnight mailed to OCTA on July 16, 2012)

Smita Deshpande, Branch Chief  
Caltrans; District 12  
2201 Dupont Drive Suite 200  
Irvine, CA 92612  
Attn: 405 Comment Period

Dear Branch Chief Deshpande,

I am requesting additional information regarding the poorly written EIR report that addresses the 405 widening project, specifically within my neighborhood in Seal Beach (commonly known as College Park East). I refer to it as poorly written due to areas not addressed and errors contained within the report.

- In the Land Use section, the report notes that Rush Park is located at 3201 Blume Drive in the County of Los Angeles. Blume Park is in unincorporated Orange County. 1
- The report states that parks within Seal Beach are not affected. If the sound wall is moved closer within our residential community there are significant effects on two parks along Almond Street and the Tennis Center. 2
  - 1. Noise and emissions from commuters will be closer to our children.
  - 2. There will be no parking on the south side of Almond (next to the freeway).
  - 3. Parts of Shapell Park will be lost as it is currently next to the freeway wall. The loss will be children play areas and the basketball / tennis court.
  - 4. The Tennis Center will lose undetermined tennis courts.
- Parking is not addressed regarding movement of the wall. Loss of parking on the south side (next to the freeway) will be lost. This will force individuals to park within the streets of our neighborhood. Many of these streets are cul de sac streets. 3
- Parking is also not addressed regarding Gummere and Shapell Parks. Once again, the loss of parking along the sound wall on Almond will force people to park within the residential streets which already have limited parking. 4
- Noise, vehicle emissions and reduced property values are not adequately addressed. We already have the military base to the north and now OCTA wants to "squeeze" us by moving the freeway and sound wall closer to our homes and children. 5
- There is no mention of the possible use of land on the south side of the freeway, specifically the Seal Beach Weapons Station. The land use next to the freeway on this federal government land is agricultural. 6
- Please address the loss of utilities and for how long. All of our utilities are underground including telephone, cable and electricity. I work from home and the loss of utilities for any period of time is critical. 7
- Bottleneck effects as the freeway approaches Los Angeles County are not addressed. This bottleneck effect will move freeway travelers onto Valley View and Seal Beach Boulevards. This will also create added traffic onto Lampson Avenue which is only a small two lane each way street for the residential areas in Seal Beach and Garden Grove. 8

Sincerely,  
  
Mitch Miller  
4209 Banyan  
Seal Beach, CA 90740

## PC-M58



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

## Meeting Venue (please check one of the following):

- ☒ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Steve Miller</u>	
Organization: <u>TRUCK DRIVER</u>	
Address(Optional):	
Phone Number: <u>562-287 7180</u>	Email address: <u>GMiller@yahoo.com</u>

Comments: OPTION 3 IS THE BEST OPTION.  
I TRAVEL THESE FREEWAYS DAILY AND IT  
IS A MESS. WAY LONG OVER DUE. 1

(Space for comments continued on reverse)



**PC-M59**

**From:** Richard Millward [grhm@yahoo.com]  
**Sent:** Monday, July 16, 2012 8:07 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 expansion

Regarding opposition to I-405 freeway options

To whom it may concern,

I have lived in Costa Mesa near Fairview Road and the 405 fwy for over 40 years. I have noticed that the traffic is getting very heavy in the area from the 55 freeway to Brookhurst Street off ramp, in particular, due to the traffic in after work hours from 3:00 PM to 6:00 PM and on the 55 freeway going North from the 405 freeway around 1:00 PM until 6:30PM as well as after 4:30 PM going from the 55 freeway to the 405 freeway North.

I have also noticed that "most" of the vehicles including mine have only one person (the driver) in the cars not using the diamond lane. It was stated that the third alternative would include a toll express lane from SR-73 to I-605 restricted to a minimum of 3 passengers. The current diamond lane is for 2 or more passengers and does not look that congested. It is my belief that adding an additional toll express lane and restricting the lane to 3 or more passengers will ease the diamond lane but will congest all other lanes.

The overpass previously installed from the 55 and 73 fwy's was to be installed to alleviate traffic without increasing the traffic noise level as per the meetings we attended in our neighborhood. The current noise is very loud and unbearable. We have installed double pane windows through-out our home and we are still bothered by the noise inside our home. This does not make for a livable condition thereby reducing the value of our homes. In visiting Ikea on the North side of the 405 we noticed that the overpass is above the level line of sight of the houses as well as the sound wall on the neighborhood just south of the freeway.

I would greatly suggest that the environmental report for future work on the freeway be re scrutinized and the addition of sound walls be installed to eliminate the current and future noise of the freeway's with what ever proposal is accepted without increasing the level of noise to the neighborhoods adjacent to the 405 freeway.

I do see a need to reduce the anticipated future traffic problems. It might help to offer more of an incentive for individuals and companies to carpool, create more parking and carpool areas, and look more toward a "transit system that will work" in the areas of the troubled traffic.

Why we need to spend money three or four times to alleviate the same problem is beyond my understanding. Lets look to the future and create something which will work.

Thank you for your time and consideration,

Richard & Lauri Millward  
3157 Killarney Lane  
Costa Mesa, Ca 92626

**PC-M60**

**From:** Howard Mirowitz [howard@mirowitz.com]  
**Sent:** Thursday, July 12, 2012 5:36 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Comments on I-405 Improvement Project Draft Environmental Impact Report/Statement


I have the following comments on the I-405 Improvement Project Draft Environmental Impact Report/Statement:

1. Since there are substantially fewer carpool lane access points under Alternative 3 than there are under Alternatives 1 and 2, some allowance should be made for those carpool users who have to lose time stuck in the regular lanes until they reach their actual desired entrance or exit point because they are entering/exiting in the middle of the project as opposed to traveling through its entire length. This might represent a substantial fraction of the total carpool lane usage, and if it does, the overall benefit to the community from Alternative 3 could be overstated. 1
2. Even though the total throughput of the project as measured in cars per hour is greatest under Alternative 3, the average trip time is practically the same under Alternative 2 as under Alternative 3. This leads to a "tragedy of the commons" situation in which the overall benefit to the community from Alternative 3 is not realized by any individual user. Such situations are usually difficult when it comes to generating political support. Consistent with this observation, there appears to be considerable community opposition to Alternative 3. 2
3. If we are limited to only the three Alternatives presented in the Draft EIR/EIS, I feel that Alternative 2 might provide most of the benefit of Alternative 3 without its political complications, especially if the overall benefit to the community from the enhanced carpool lane throughput of Alternative 3 is overstated for the reason outlined above in 1. The \$100 million funding gap associated with Alternative 2 could be addressed in several ways, including reprogramming the schedule of Measure M2 so that this project is undertaken later, which would give OCTA more time to develop alternative funding sources. 3
4. If possible, additional Alternatives should be explored, specifically including those with pay carpool lanes similar to Alternative 3 but with the same number of access points as currently exist in I-405's carpool lane. This would probably require new technologies not presently included in the plans, and would probably also imply delays in the schedule of the project. 4

Howard Mirowitz

PC-M61

PC-M62

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Joe Montalvo





Organization: Labor Local 652

Address (Optional): 630-S EVELL AVE S.A. CA 92704

Phone Number: 714 642-16-57    Email address: \_\_\_\_\_

Comments: This project would create jobs and revenue for the city and county

(Space for comments continued on reverse)

**From:** margery moniz [margiemoniz@hotmail.com]  
**Sent:** Friday, July 06, 2012 5:56 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** FW: 405 FREEWAY WIDENING

> Date: Thu, 5 Jul 2012 19:30:22 -0400

>

>

>

> Ladies and Gentlemen: As a citizen of Fountain Valley, I totally oppose your proposal to make a toll lane in the widening plans, especially from Fountain Valley, Westminster, Garden Grove, Seal Beach, through to the connector to the 605.

> What that stretch of freeway really needs most of all are more full public access lanes, not a toll lane, or another lane serving cars with 3 or more people in them. Please just add more full-access lanes.

> Thank you, Margery Moniz, Fountain Valley

>

> Here is the E-mail address: [405.dedcomments.parsons@parsons.com](mailto:405.dedcomments.parsons@parsons.com)


1

1



PC-M63

PC-M64



## I-405 Improvement Project Public Hearing Comment Sheet

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 ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Hugo H. Moray.</u>	
Organization: <u>Labors Local 652</u>	
Address(Optional): <u>406 E NIVARIE ST. Santa Ana, Ca</u>	
Phone Number: <u>714-769-9921</u>	Email address:

Comments: It will improve traffic during Peak hrs. ca also it will help to creat more jobs. = Thks.

(Space for comments continued on reverse)



## I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): <u>OSCAR MORATAYA</u>	
Organization:	
Address(Optional): <u>11930 NEVADA AVE LYNWOOD CA. 90262</u>	
Phone Number: <u>310-367-2607</u>	Email address: <u>OSCAR.MORATAYA@YAHOO.COM</u>

Comments: NEED MORE TIME FOR FAMILY LESS TRAFFIC FREEWAY CONGESTION ALWAYS.

(Space for comments continued on reverse)

## PC-M65

**From:** Jeffrey Moore [jjeffreymcores@gmail.com]  
**Sent:** Sunday, July 15, 2012 11:44 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 widening

I would like to see one general purpose lane and one additional, non toll, carpool lane in each direction.

Jeff Moore- Los Alamitos  
 Sent from my iPod

1

## PC-M68

**From:** Trisha and Brad [somethingobvious@gmail.com]  
**Sent:** Saturday, June 16, 2012 6:45 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** More concerns re: Seal Beach Sound Wall

When looking at the EIR - in 3.1.4 it doesn't address parking on Almond at all. It may not be commercial, but the need to park on both sides of the street because of limited curb parking in the cul de sacs and street sweeping is very real. What happens when the street sweeper is cleaning the side we normally park on? We won't be able to just switch for the day without causing severe safety concerns with the flow of traffic.

1

## PC-M66

**From:** Thomas Moore [tjmoore99@yahoo.com]  
**Sent:** Thursday, July 12, 2012 5:13 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 1 extra lane

I believe 1 extra lane would be plenty.

I am against the toll fee idea. Would prefer to leave it as a regular carpool lane.

1

**Build Alternative 1: Add One General Purpose Lane in Each Direction**

## PC-M69

**From:** Trisha and Brad [somethingobvious@gmail.com]  
**Sent:** Friday, June 15, 2012 6:09 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Concern with the 405

We don't want the soundwall moved at all in Seal Beach. and we are concerned about bicyclists - including our kids. Within the City's General plan we have bicycle facilities defined within the City. Almond Avenue is defined as a Class III bike facility. That means that it is a designated bicycle facility where the cars and bicycles share lanes (as opposed to one where there is a separately striped bike lane). One of the comments for the EIR should be that this Class III bike facility will be impacted when the wall moves by a smaller space that cars and bicycles have to share.

1

## PC-M67

**From:** Barbara Morihiro [barb\_mor@yahoo.com]  
**Sent:** Monday, July 16, 2012 2:52 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** no on Alt. #3 of 405 expansion

I have read your reports and studied other research online, including your website and in my local papers. If we were to take a vote of all qualified drivers and residents impacted by the proposed option or alternate #3 you would find that your customers, citizens and voters do not want a toll lane on the freeway. This third option is not suitable for those of us who use the freeway. It makes access more difficult and less convenient and since you are using our tax dollars for construction it seems logical to choose the more sensible option #2.

Thank you,

Barbara Morihiro  
 Orange County Resident

1

PC-M70

PC-M70 Continued

From: Trisha and Brad [somethingobvious@gmail.com]  
Sent: Thursday, June 14, 2012 11:36 PM  
To: scrumby@sealbeachca.gov; Parsons, 405.dedcomments  
Subject: Concerns re: 405 expansion

Concerns/Comments re: the proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed over only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall will be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not doing any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on its location – it is unlikely to be a move up for them.

1

- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts???
- It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA County/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:

- Go with Alternative 1 as approved by the voters in Measure M
- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally

**• DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!**

Sincerely,  
Trisha Morris  
Resident College Park East

1  
Cont.

## PC-M71

**From:** Trisha and Brad [somethingobvious@gmail.com]  
**Sent:** Wednesday, June 20, 2012 10:10 AM  
**To:** Parsons, 405.dedcomments; Sean Crumby  
**Subject:** Leave our wall alone

I had a friend post this on my facebook re: the soundwall in Seal Beach:

I think it's just a matter of time before OCTA gets their way. SO.. I think we also need to be thinking of other strategies. Namely.. (1) get a say and oversight in HOW and WHAT kind of wall gets rebuilt. It should be bigger, and better, and take into account noise and pollution and aesthetics. and (2) we need to get paid. Everyone in CPE should be entitled to some type of credit, reimbursement, or just straight cash to pay for double-pane window and AC installations. (people will not want to keep windows open with added 405 pollution, so will need AC). This is not unreasonable. My parents got a similar payment when O'Hare Airport expanded near their homes many years ago.

First I wanted his comments to be recognized. I think he has very valid points.

- The rebuild is the scariest part for me and my family and I am sincerely hoping you can narrow the shoulder, merge lanes sooner, or do SOMETHING to just avoid what feels like a disaster in my neighborhood.
- Provided we do have to still move some SMALL part of the wall, I believe we should have some say in the wall. It should absolutely be stronger and provide more noise insulation. Given the increase in noise from more through traffic, the back up by our homes, and the fact that it will all be closer to our homes. If it is 10 feet closer to our homes, it is also that much likely to fall on our homes or families in case of an earthquake. It should absolutely be stronger.
- I think we should be compensated. This is a MATERIAL difference in our quality of life. Many of us do not have AC, and the additional noise and pollution will make it intolerable to leave our windows open. Keep in mind you are doing this to increase through put of cars. More cars means more noise and pollution even if your sound guy argues that 10 feet won't effect the level right now - which is false anyway. Stand by our wall then move 10 feet out while playing a radio - you'll hear it better the further away you are. So, AC and double pane windows seems reasonable. (Isn't it soooooooo much cheaper to just work around our wall????)
- Our home values will certainly decline during any rebuild - anyone trying to sell during that time is going to be under a hardship they normally wouldn't face through no fault of their own. I believe prices will decline in the long run as well, but I know that is speculative. Can you imagine trying to sell a home with the rebuild imminent or in progress? Would you buy one of those homes for your family? Wouldn't you expect a discount if you did? How is that fair?

Trisha Morris  
CPE resident

## PC-M72

**From:** Ed & Doris Morrissey [doris.ed@verizon.net]  
**Sent:** Wednesday, June 20, 2012 6:59 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** I-405

We would like to submit our comments on the upcoming widening project:

First Choice (if I405 is also planned to be widened in Los Angeles County) - Add 2 general purpose lanes each way (Alternative #2)

Second Choice (if Los Angeles County is not going to widen I405) - Add 1 general purpose lane each way (Alternative #1)

Our reasoning is that if LA County doesn't widen the I-405 beyond the I-605, adding 2 lanes each way will only create a large bottleneck at the I-605.


We are opposed to Alternative #3. We all pay the same taxes and don't believe tax money should be spent on toll roads. We just heard that LA County will convert the I-110 HOV lane to a toll-lane. Even if you use the HOV lane, (which we do a couple of times a year) we will need a transponder probably with a monthly fee.

Thanks for requesting user opinions.

Doris & Ed Morrissey

PC-M73

PC-M74



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

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☐ Wednesday, June 6, 2012 -- Westminster Community Center   
 ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center

Name (First and Last): <u>Fat Morrissey</u>	
Organization: <u>UA 582</u>	
Address(Optional): <u>750 S Rose Dr #152 Placentia CA 92670</u>	
Phone Number: <u>913-8855</u>	Email address:

Comments: add lanes, provide alternate routes } 1

(Space for comments continued on reverse)



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

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Name (First and Last): <u>Brandon Moss</u>	
Organization: <u>Local Union 582</u>	
Address(Optional): <u>352 S Monte Vista St #J La Habra CA 90631</u>	
Phone Number: <u>714-605-2058</u>	Email address: <u>BDM4137@gmail.com</u>

Comments: The project will provide more jobs for people also provide better traffic conditions for the future. } 1

(Space for comments continued on reverse)

PC-M75

June 5, 2012

Smta Deshpande  
CANTERANS  
2201 Dupont Drive  
Suite 200  
IRVINE, CA 92612

Dear M. Deshpande

PLEASE TELL ME when 405 N.  
is open after 5 A.M.

I work in CA and live in  
IRVINE and I have been forced  
off the freeway several times at 5:15  
A.M. to wander in the dark  
searching for other routes. This  
has happened repeatedly at the  
Seal Beach Blvd Bridge Construction  
Project. I now take 55 to 5  
to 91 to 110 instead of 405  
to 110. It adds miles and time  
to my commute.

The Caltrans website has  
not been clear -- hence my question

Thank you

Devi's Mulla M.D.

604.414.1111

PC-M76

From: chris mulhern [cmulhern\_3@hotmail.com]  
Sent: Tuesday, July 17, 2012 5:10 PM  
To: Parsons, 405.dedcomments  
Subject: 495 freeway reconstruction

To Whom it May Concern:

To say I am less than happy about the proposed State Route 405 /Costa Mesa "improvement" project is an understatement. The freeway at Harbor Blvd., Fairview Rd., and at the 73 Fwy is wide enough. The impact of the project on my neighborhood south of the 405 would be more than an inconvenience, it would greatly interfere with traffic flow on the main arteries (Fairview and Harbor) in Costa Mesa. Would you really want to look out your upstairs window and see a toll road or a tall fly over? I don't! I use the existing carpool lane, I don't want a toll road!!!! Demolishing and rebuilding the 405/Fairview ramp seems senseless since it was just done a few years ago. Really? Can you imagine the noise and pollution during and after this "improvement" project. This is one Costa Mesa resident that feels this is unnecessary and I am very opposed to the project.

Chris Mulhern

PC-M77

Smita Deshpande  
Caltrans District 12  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

Ms. Deshpande,

We are writing to comment on the EIR regarding the I-405 widening project and its affect on Seal Beach. Proposals two and three of the project would create tremendous negative impacts to the city of Seal Beach and the community of College Park East where we reside.

Our main concerns are these: (1) the widening project would result in the tearing down and replacement of the Almond Avenue sound wall which will create multiple problems for College Park East homeowners, and (2) the proposed toll express lanes will create a tremendous bottleneck in this area, again resulting in multiple problems for this community.

Moving the Almond Avenue sound wall will create a loss of parking, interruption in utilities service, loss of recreation space, and potential loss of road usage while the project is underway. Additionally, there will be an increase in dust, debris and noise. All of these will have a deleterious effect on property values and standard of living in this community. College Park East is already subjected to the dust and noise associated with the 22 Freeway widening and the 605 Freeway connector projects.

Toll express lanes will create a bottleneck in an area where there is already much confusion and slowing as vehicles attempt to position themselves in the proper lane for the 7th Street off-ramp, the 605-N connector, and the 405-N continuing up into Los Angeles County. This bottlenecking creates a dangerous situation for motorists and results in many accidents. Seal Beach police and firemen constantly respond to incidents along this section of freeway. Bottlenecking also creates a situation where more vehicle exhaust is expelled as the traffic crawls through the area. This also has a negative effect on the residents that live in College Park East. Additionally, certain vehicles in the express lane would be unable to exit the freeway at Seal Beach Boulevard resulting in problems for motorists and again more bottlenecking.

We urge you to eliminate proposals two and three as having too negative an effect on the community of College Park East. We urge Caltrans to come up with better alternatives that are less invasive and safer for both motorists using the freeway in this area and for the residents of College Park East.

Sincerely,

*Lisa and Pete Mulvaney*

Lisa and Pete Mulvaney

4841 Dogwood Avenue

Seal Beach, CA 90740

PC-M78



I-405 Improvement Project  
Public Hearing

Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <i>Gustavo Muñoz</i>	
Organization: <i>Labos Local 652</i>	
Address (Optional): <i>1730 W Civic Center Dr. S.A. Ca. 92703</i>	
Phone Number: <i>(714) 543-8508</i>	Email address:

Comments: *The 405 freeway from the 73 to the 605 freeway is the business in the nation. Also by 2040 Orange County will add 370 thousand new residents which will increase the traffic congestion.*

(Space for comments continued on reverse)



**PC-M79**

**From:** Jim Murphy [jmurphy20@socal.rr.com]  
**Sent:** Monday, July 16, 2012 11:20 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** RHA Response to OCTA I 405 Improvement Project

Sir or Madam, as someone who has asthma, I am very worried about the issues raised by the RHA.

Please advise as to your plans to deal with air quality concerns.

Thank you.

Jim Murphy

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## **RESPONSE TO PUBLIC COMMENTS (PC)-M**

### **Response to Comment Letter PC-M1**

#### **Comment PC-M1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Caltrans has no authority to take property of the United States government, such as NAVWPNSTA Seal Beach, by eminent domain.

#### **Comment PC-M1-2**

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

#### **Comment PC-M1-3**

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

#### **Comment PC-M1-4**

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

#### **Comment PC-M1-5**

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Sections 3.2.6 of the Draft EIR/EIS, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality and Health Risk.

**Comment PC-M1-6**

The experience on SR-91 is that motorists from all income groups use the Express Lanes. With respect to the potential impacts to local business of the limited access to the Express Lanes, please see Common Response – Opposition to Tolling.

**Comment PC-M1-7**

This alternative would not meet the purpose and need of the project. Please see Response to Comment PC-M1-1.

**Response to Comment Letter PC-M2****Comment PC-M2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

An “express” upper deck was considered early in the project development process during the MIS. Subsequently, the alternative was eliminated from further consideration, as described in Draft EIR/EIS, Section 2.2.7. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-M3****Comment PC-M3-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M4****Comment PC-M4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M5**

#### **Comment PC-M5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Respuesta a la Carta De Comentario PC-M6**

#### **Comentario PC-M6-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

### **Response to Comment Letter Translation PC-M6**

#### **Comment PC-M6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M7**

#### **Comment PC-M7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PC-M8**

#### **Comment PC-M8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-M8-2**

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Response to Comment Letter PC-M9****Comment PC-M9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-M9-2**

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Response to Comment PC-M9-1 and Common Response – Property Values.

**Response to Comment Letter PC-M10****Comment PC-M10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

## **Respuesta a la Carta De Comentario PC-M11**

### **Comentario PC-M11-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

## **Response to Comment Letter Translation PC-M11**

### **Comment PC-M11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

## **Response to Comment Letter PC-M12**

### **Comment PC-M12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have evaluated design options to avoid relocation of the soundwall. Please see Common Response – Almond Avenue Soundwall.

## **Response to Comment Letter PC-M13**

### **Comment PC-M13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M14****Comment PC-M14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-M15****Comment PC-M15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-M16****Comment PC-M16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M17****Comment PC-M17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

**Response to Comment Letter PC-M18****Comment PC-M18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

During development of the I-405 MIS, one of the top community concerns was residential property acquisition. None of the build alternatives require full acquisition of any residential properties.

Caltrans and OCTA acknowledge your support for Alternative 1. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

**Comment PC-M18-2**

With respect to the travel time data in the corridor, please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling. The experience on SR-91 is that the public will use them.

With respect to the Express Lanes causing more congestion in the GP lanes, the analysis shows that congestion in the GP lanes is reduced by the Express Lanes. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

**Response to Comment Letter PC-M19****Comment PC-M19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The residences along the 3200 block of Rowena Drive are blocked by the office complex, an existing 10-ft wall, and single-family houses and are set back from the freeway lanes by approximately 500 ft, which makes a soundwall ineffective at the location between the 7<sup>th</sup> Street on-ramp and the Seal Beach Boulevard Overcrossing. Traffic noise from a major freeway such as I-405 could be noticeable up to 1-mile in surrounding residential areas depending on the atmospheric conditions; however, to be qualified for abatement measures, traffic noise must approach or exceed the NAC. Traffic noise at 500 ft from the freeway when there are intervening buildings will not approach or exceed the NAC; therefore, it will not be qualified for noise abatement measures.

**Comment PC-M19-2**

Please see Response to Comment PC-M19-1.

**Comment PC-M19-3**

Soundwalls are evaluated for acoustic feasibility in accordance with the State and federal guidelines which include Caltrans' Traffic Noise Analysis Protocol and the NAC of Title 23, Part 772 of the CFR, titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772).

The residences along Yellowtail and Rowena drives north of the Bixby Office Complex were not determined to be impacted by the future predicted peak-hour traffic noise levels due to their distance from the freeway travel lanes and the presence of an existing soundwall along the Old Ranch Parkway connector to 7<sup>th</sup> Street. Existing soundwalls, as well as recommended soundwalls for this area, are shown in Figures 24 and 25 in Appendix N – Noise Information within the Draft EIR/EIS. Please also see Common Response – Noise/Noise Analysis.

**Comment PC-M19-4**

Please see Response to Comment PC-M19-3.



## **Response to Comment Letter PC-M20**

### **Comment PC-M20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-M19-1.

## **Response to Comment Letter PC-M21**

### **Comment PC-M21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Comment PC-M21-2**

Please see Response to Comment PC- H43-3.

### **Comment PC-M21-3**

Refer to Appendix P, Layout L-2, of the Draft EIR/EIS for the new Ellis Avenue southbound on-ramp configuration. Please see Common Responses – Preferred Alternative Identification and Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes. An elevated transit guideway was considered early on in the project development, but it was subsequently eliminated from further consideration. See Draft EIR/EIS Section 2.2.7, Alternatives Considered but Eliminated from Further Consideration.

## **Response to Comment Letter PC-M22**

### **Comment PC-M22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-M23****Comment PC-M23-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

**Response to Comment Letter PC-M24****Comment PC-M24-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M25****Comment PC-M25-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M26****Comment PC-M26-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M27****Comment PC-M27-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

### **Response to Comment Letter PC-M28**

#### **Comment PC-M28-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

### **Response to Comment Letter PC-M29**

#### **Comment PC-M29-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

#### **Comment PC-M29-2**

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

#### **Comment PC-M29-3**

Please see Common Responses – Measure M Funding and Opposition to Tolling.

#### **Comment PC-M29-4**

Please see Response to Comment PC-M29-1.

### **Response to Comment Letter PC-M30**

#### **Comment PC-M30-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

A design option was considered that would terminate one of the two proposed northbound GP lanes at Valley View Street. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-M30-2**

It is common for a transportation project to have a funding shortfall in the planning phase. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project. Material and safety will be fully funded.

Please see Common Response – Measure M.

With respect to the toll roads in Orange County, the financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free.

**Comment PC-M30-3**

The project is not a TCM, and referenced text was removed from the Final EIR/EIS. Project-related construction and operational noise and air quality effects were analyzed in detail in the Noise Study Report and project Air Quality Technical Study. As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis.

**Comment PC-M30-4**

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

**Comment PC-M30-5**

Please see Response to Comment PC-M30-2.

### **Response to Comment Letter PC-M31**

#### **Comment PC-M31-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M32**

#### **Comment PC-M32-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

#### **Comment PC-M32-2**

Please see Common Response – Opposition to Tolling.

### **Response to Comment Letter PC-M33**

#### **Comment PC-M33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Sections 3.2.6, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Documentation of safety concerns will be completed during final design and safety issues addressed.

**Comment PC-M33-2**

Project-related construction and operational noise and air quality effects were analyzed in detail in the Noise Study Report and project Air Quality Technical Study. As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis. A detailed construction noise and vibration monitoring and mitigation plan will be prepared during the final design to address construction-related noise and vibration issues and identify proper mitigation measures for implementation. A Transportation Management Plan will be developed to address vehicular, pedestrian, and bicycle traffic during construction.

**Comment PC-M33-3**

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

**Response to Comment Letter PC-M34****Comment PC-M34-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Traffic related to the proposed I-405 Improvement Project has been extensively analyzed, and that analysis is summarized in Section 3.1.6 of the Draft EIR/EIS.

**Response to Comment Letter PC-M35****Comment PC-M35-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M36**

#### **Comment PC-M36-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA evaluated design options to avoid relocation of the soundwall under Alternative 2 and 3. Please see Common Response – Almond Avenue Soundwall.

#### **Comment PC-M36-2**

It is common for transportation projects to have a funding shortfall in the planning phase. Alternatives 1 and 3 are currently fully funded, as explained in Common Response – Measure M.

### **Response to Comment Letter PC-M37**

#### **Comment PC-M37-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

### **Response to Comment Letter PC-M38**

#### **Comment PC-M38-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

For an explanation of the corridor travel times, please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

**Comment PC-M38-2**

The Express Lanes in Alternative 3 would be managed through toll pricing to achieve the 1,700 vehicles per hour per lane during congested peak hours. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with unstable throughput due to the stop-and-go nature of heavy congestion. A value of 1,200 vehicles per lane per hour represents a reasonable estimation of throughput under the heavily congested conditions anticipated.

**Comment PC-M38-3**

There are currently no plans to evolve the HOV network in Orange County into an Express Lanes network. Tables 3.1.6-5 and 3.1.6-13 of the Draft EIR/EIS show that the HOV lanes will generally be over capacity in years 2020 and 2040. As a result, the HOV lanes will not provide a travel time advantage over the GP lanes and will not meet State and federal HOV lane performance standards. For a more complete explanation of the proposed change in occupancy for free HOV use of the Express Lanes, please see Common Response – Opposition to Tolling.

**Response to Comment Letter PC-M39****Comment PC-M39-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M40****Comment PC-M40-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M41****Comment PC-M41-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in



your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

### **Response to Comment Letter PC-M42**

#### **Comment PC-M42-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M43**

#### **Comment PC-M43-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M44**

#### **Comment PC-M44-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M45**

#### **Comment PC-M45-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Respuesta a la Carta De Comentario PC-M46**

#### **Comentario PC-M46-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative

Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Cometario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

### **Response to Comment Letter Translation PC-M46**

#### **Comment PC-M46-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M47**

#### **Comment PC-M47-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-M48**

#### **Comment PC-M48-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

#### **Comment PC-M48-2**

The population and employment forecasts used for traffic forecasting are approved by SCAG. A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040. Please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

**Comment PC-M48-3**

The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

If HOVs with only two occupants choose not to use the Express Lanes, toll prices will be adjusted to attract replacement vehicles to the Express Lanes. The volume of traffic in the Express Lanes is independent of the occupancy requirement for free HOV use of the Express Lanes. For a discussion of the occupancy requirement for free HOV use of the Express Lanes, please see Common Response – Opposition to Tolling.

**Comment PC-M48-4**

Project-related construction and operational noise and air quality effects were analyzed in detail in the Noise Study Report and project Air Quality Technical Study. As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

**Comment PC-M48-5**

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location, because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

The suggested modification regarding shifting the centerline is not feasible due to current Caltrans design standards. Please see Common Response – Almond Avenue Soundwall.

### **Response to Comment Letter PC-M49**

#### **Comment PC-M49-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to comments a, b, and c, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. The population and employment forecasts used for traffic forecasting are approved by SCAG. A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040.

The Express Lanes included in Alternative 3 are described in the Draft EIR/EIS, starting with a description of them and their proposed operation on pages 2-10 through 2-14, and 2-18 through 2-22. Additional information regarding Alternative 3 is provided throughout Section 3.1.6 of the Draft EIR/EIS.

Please see Common Responses – Opposition to Tolling and Measure M.

#### **Comment PC-M49-2**

We acknowledge your support for Alternative 1.

#### **Comment PC-M49-3**

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

#### **Comment PC-M49-4**

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

## **Respuesta a la Carta De Comentario PC-M50**

### **Comentario PC-M50-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

## **Response to Comment Letter Translation PC-M50**

### **Comment PC-M50-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

## **Response to Comment Letter PC-M51**

### **Comment PC-M51-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

## **Respuesta a la Carta De Comentario PC-M52**

### **Comentario PC-M52-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

**Response to Comment Letter Translation PC-M52****Comment PC-M52-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M53****Comment PC-M53-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M54****Comment PC-M54-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M55****Comment PC-M55-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Traffic noise analysis has been conducted according to State and federal guidelines as outlined in Caltrans' Traffic Noise Analysis Protocol. The results of the Noise Study Report show that the future predicted peak-hour traffic noise levels in this area of Seal Beach would increase by zero to 2 dB with the project by the design year of 2040.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Section 3.2.6 of the Draft EIR/EIS, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative.

The Traffic Study for the project and attached to the Draft EIR/EIS considers potential increases in traffic on Seal Beach Boulevard due to the proposed build alternatives and provides some improvements on Seal Beach Boulevard. With respect to Lampson Avenue, the additional lanes and improved performance on I-405 under the build alternatives will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Please see Common Responses – Preferred Alternative Identification, Noise/Noise Analysis, Air Quality, Health Risks, and Almond Avenue Soundwall.

### **Response to Comment Letter PC-M56**

#### **Comment PC-M56-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see responses to City of Seal Beach (GL13).

Please see Common Responses – Preferred Alternative Identification; Traffic Flow at the Orange County/Los Angeles County Line; Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach; and Opposition to Tolling.

#### **Comment PC-M56-2**

The Draft EIR/EIS, including specialized technical studies (see Appendix F for a complete list), represents a comprehensive analysis of the potential environmental effects of the proposed build alternatives on the environment. The analysis of impacts discussed in the Draft EIR/EIS or as revised/updated for the Final EIR/EIS related to comments on the Draft EIR/EIS is accurate.

#### **Comment PC-M56-3**

Please see Response to Comment PC-M56-2.

#### **Comment PC-M56-4**

Alternative 3 in the Draft EIR/EIS showed the proposed soundwall under Appendix P, Layouts L-24 and L-25 Alternative 3. As part of Alternative 3, the lane widths and shoulders along the southbound I-405 direction were designed to full Caltrans standards. Caltrans/OCTA have

considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. The Zimmerman design did not account for an additional southbound lane, which would in turn impact the existing soundwall. The design provided by the City's consultant proposed exceptions to the highway design standard that have been deemed unacceptable by Caltrans. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

**Comment PC-M56-5**

Please see Response to Comment PC-M56-4.

**Comment PC-M56-6**

The referenced existing Southern California Edison (SCE) lines would be relocated under a franchise agreement with SCE; however, Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. The existing poles and overhead lines would require relocation if the soundwall is relocated. Alternative 1 would not require relocation of the soundwall or the existing poles and overhead lines. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-M56-7**

Rubberized and open grade asphalt can reduce traffic noise from 2 to 7 dB, depending on the original roadway surface conditions. If a roadway is new and smooth, the reduction is much less than when the roadway surface is old with cracks and uneven slabs. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise reduction characteristics of rubberized asphalt. Please also see Common Response – Noise/Noise Analysis.

**Comment PC-M56-8**

The air quality analysis addressed exposure to MSATs, including diesel exhaust. Other MSATs addressed in the analysis included acrolein, benzene, 1,3-butadiene, formaldehyde, naphthalene, and polycyclic organic matter. The detailed analysis estimated MSAT exposure based on vehicle speeds and EMFAC2011 emission factors. For a more detailed discussion of MSATs, please see Common Response – Health Risks.

Overall, diesel engine emissions are responsible for most of California's estimated cancer risk attributable to air pollution. In addition, diesel particulate matter (DPM) is a significant fraction of California's particulate pollution problem. Assessments by CARB and EPA estimate that DPM annually contributes to approximately 3,500 premature respiratory and cardiovascular deaths and thousands of hospital admissions, asthma attacks, and other respiratory symptoms.



CARB has found that DPM contributes more than 70 percent of the known risk from air toxics and poses the greatest cancer risks among all identified air toxics. Alternative 3 would not increase the percentage of trucks in the fleet mix and would improve vehicle speeds in the project area. As a result, the build alternative DPM emissions would likely be less than future no-build emissions; therefore, the build alternatives would not have an adverse operational DPM impact. As described in Section 3.2.6, corridor emissions, including MSATs associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality and Health Risks.

**Comment PC-M56-9**

For the major gas lines, as discussed on pages 3.1.5-15 through 3.1.5-17 of Section 3.1.5.2, Environmental Consequences, of the Draft EIR/EIS, three options were evaluated for relocation of the gas lines in the Caltrans ROW just north of the NAVWPNSTA Seal Beach. The option (Option 1) that retains the gas/petroleum lines on the south side of I-405 within Navy jurisdiction is the preferred option and will be pursued. Please see Common Response – Relocation of Gas Lines.

**Comment PC-M56-10**

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

**Comment PC-M56-11**

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. With respect to coordination across the county line, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

**Comment PC-M56-12**

Between SR-22 East (near Valley View Street) and I-605, Alternative 3 adds one GP lane in each direction. The tolled Express Lanes do rely on congestion. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The increased throughput achieved by active management of the Express Lanes would reduce congestion in the GP lanes. For an explanation of how this management works, please see the Draft EIR/EIS, page 2-20.

**Comment PC-M56-13**

Please see Responses to Comments PC-M56-1 through PC-M56-12.

**Response to Comment Letter PC-M57****Comment PC-M57-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response –Almond Avenue Soundwall.

**Comment PC-M57-2**

Please see Response to Comment PC-M57-1.

**Comment PC-M57-3**

Please see Response to Comment PC-M57-1.

**Comment PC-M57-4**

Please see Response to Comment PC-M57-1.

**Comment PC-M57-5**

Please see Response to Comment PC-M57-1.

**Comment PC-M57-6**

Please see Response to Comment PC-M57-1. For the major gas lines, as discussed on pages 3.1.5-15 through 3.1.5-17 of Section 3.1.5.2, Environmental Consequences, of the Draft EIR/EIS, three options were evaluated for relocation of the gas lines in the Caltrans ROW just north of the NAVWPNSTA Seal Beach. The option (Option 1) that retains the gas/petroleum lines on the south side of I-405 within Navy jurisdiction is the preferred option and will be pursued.

Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

**Comment PC-M57-7**

Please see Response to Comment PC-M57-1.

The relocation of utilities would be closely coordinated with the owners prior to the actual relocation. Residents that may be potentially affected would be notified well in advance of any downtime required. Please see Common Response – Relocating Utilities Underground.

**Comment PC-M57-8**

Please see Response to Comment PC-M57-1

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

**Response to Comment Letter PC-M58**

**Comment PC-M58-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M59**

**Comment PC-M59-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Comment PC-M59-2**

For an explanation of the HOV occupancy requirement for free use of the Express Lane proposed in Alternative 3, please see Common Response – Opposition to Tolling.

**Comment PC-M59-3**

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road

Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

**Comment PC-M59-4**

The final decision regarding the construction of noise barriers will be made after completion of the public involvement process. Please see Common Response – Noise/Noise Analysis.

**Comment PC-M59-5**

Alternatives with LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, please see Figure 2-39 of the Draft EIR/EIS. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Park-and-ride facilities and other TSM/TDM techniques were included in the TSM/TDM Alternative, which is covered in Section 2.2.3 of the Draft EIR/EIS. The TSM/TDM Alternative does not satisfy the purpose and need of the project, as stated in the referenced section of the Draft EIR/EIS.

**Response to Comment Letter PC-M60****Comment PC-M60-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The proposed limited access to the Express Lanes in Alternative 3 would require all users entering or exiting I-405 and accessing the Express Lanes at the intermediate access points to travel the freeway for varying distances to access the Express Lanes. The travel time, speed, and delay data presented in the Draft EIR/EIS incorporates this phenomenon.

**Comment PC-M60-2**

Please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

**Comment PC-M60-3**

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build

alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

**Comment PC-M60-4**

As noted in the comment, additional access points are problematic not only for potential technological issues but due to the turbulence created in traffic streams at points of ingress and egress.

**Response to Comment Letter PC-M61**

**Comment PC-M61-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M62**

**Comment PC-M62-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-M63**

**Comment PC-M63-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M64**

**Comment PC-M64-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M65****Comment PC-M65-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

**Response to Comment Letter PC-M66****Comment PC-M66-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

**Response to Comment Letter PC-M67****Comment PC-M67-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M.

**Response to Comment Letter PC-M68****Comment PC-M68-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-M69**

**Comment PC-M69-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-M70**

**Comment PC-M70-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-A17.

**Response to Comment Letter PC-M71**

**Comment PC-M71-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-M71-2**

Please see Response to Comment PC-M71-1.

**Comment PC-M71-3**

Please see Response to Comment PC-M71-1.

**Comment PC-M71-4**

Please see Response to Comment PC-M71-1.

**Response to Comment Letter PC-M72****Comment PC-M72-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, Measure M, and Traffic Flow at the Orange County/Los Angeles County Line.

**Response to Comment Letter PC-M73****Comment PC-M73-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M74****Comment PC-M74-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M75****Comment PC-M75-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.



It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

### **Response to Comment Letter PC-M76**

#### **Comment PC-M76-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

### **Response to Comment Letter PC-M77**

#### **Comment PC-M77-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall, and Opposition to Tolling.

#### **Comment PC-M77-2**

Please see Response to Comment PC-M77-1.

#### **Comment PC-M77-3**

As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality, Health Risks, Noise/Noise Analysis, and Opposition to Tolling.

**Comment PC-M77-4**

Please see Response to Comment PC-M77-1.

**Response to Comment Letter PC-M78****Comment PC-M78-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-M79****Comment PC-M79-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments CG4-1 through CG4-6 from the Rossmoor Homeowners Association (RHA). Additionally, as described in Section 3.2.6 of the Draft EIR/EIS, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality and Health Risks.